Caltrans Community Based Transportation Planning Grant • City of Ontario

Holt Boulevard Mobility and Streetscape Strategic Plan

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Holt Boulevard Mobility and Streetscape Strategic Plan

Prepared for:

CITY OF ONTARIO SOUTHERN CALIFORNIA

Prepared by:

KTUA

FEHR & PEERS

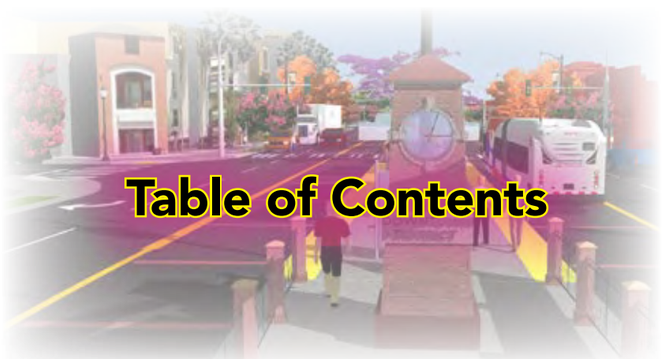
Funded by:

Caltrans District 8

Completed March 2013

Fold out Maps

Recommended Alternative 2.2



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CHAPTER

ONE

Introduction

1. INTRODUCTION

1.1 Project Framework
This chapter provides an overview of the background, purpose, vision and objectives of this plan.

1.2 Project Background
The City of Ontario was awarded a Community Based Transportation Grant (CBTPG) from the State Department of Transportation (Caltrans District 8) in 2011. The City of Ontario hired KTU+A for the development of the "Holt Boulevard Pedestrian Mobility and Streetscape Strategic Plan." The project scope consists of an extensive community participation component; mobility objectives using complete street concepts; promotion of a community identity through context sensitive design; and demonstration of quality of life through the utilization of livability and sustainability principles.

1.3 Project Study Area Overview
The City of Ontario is located approximately 35 miles east of downtown Los Angeles, 20 miles west of the City San Bernardino, and 30 miles northwest of central Orange County. Ontario is widely viewed as Southern California's next urban center and is considered the inland region's population and job growth center.

Holt Boulevard generally does not possess a positive character that would encourage new investment by property owners and developers. The image of Holt Boulevard is currently defined by undesirable conditions, unmaintained vacant land, auto-oriented businesses, strip commercial uses, uncoordinated signage, and minimal landscaping.

1.4 Holt Boulevard Origins and History
In 1881, the Chaffey brothers, George and William, purchased the land (which at that time also included the present-day city of Upland) and the water rights to it. They engineered a drainage system channeling water from the foothills of Mount Baldy down to the flatter lands below that performed the dual functions of allowing farmers to water their crops and preventing the floods that periodically afflict them. They also created the main thoroughfare of Euclid Avenue (California Highway 83), with its distinctive wide lanes and grassy median.

Agriculture was vital to the early economy, and many street names recall this legacy. The Sunkist plant also remains as a living vestige of the citrus era. Ontario attracted farmers (primarily citrus) and ailing Easterners seeking a drier climate.

To impress visitors and potential settlers with the "abundance" of water in Ontario, a fountain was placed at the Southern Pacific railway station. It was turned on when passenger trains were approaching and frugally turned off again after their departure. The original "Chaffey fountain," a simple spigot surrounded by a ring of white stones, was later replaced by the more ornate "Frankish Fountain," an Art Nouveau creation now located outside the Ontario Museum of History and Art.

Ontario was incorporated as a city in 1891, and North Ontario broke away in 1906, calling itself Upland. Ontario grew at an astronomical rate, increasing 10 fold in the next half a century. The population of 20,000 in the 1960s again grew 10 times more by the year 2007. Ontario was viewed as an "Iowa under Palm trees," with a solid Midwestern/Mid-American foundation, but it had a large German and Swiss community. Tens of thousands of European immigrants came to work in agriculture, and in the early 1900s the first Filipino and Japanese farm laborers arrived, later to display nursery ownership skills. Ontario has over two centuries of Hispanic residents, starting from the Californio period of Spanish colonial and Mexican rule in the 1840s. However, the first wave of Mexican settlers was in the 1880s as workers in the railroad industry (see traquero) and another wave from the Mexican Revolution of the 1910s. Mexican Americans resided in the city's poorer central side facing State Route 60 and Chino.

The region and the City of Ontario had its historical roots in agriculture

Holt in the 1920s

Holt in the 1930s

Holt in the 1940s

Holt in the 1950s

In its prime, Holt Boulevard was part of the national Ocean to Ocean Highway, linking the Atlantic and Pacific Oceans and serving as a popular route from Los Angeles to Palm Springs. Many roadside businesses related to travelers sprung up along Holt Boulevard. Gas stations, tent camps, motels, restaurants, and small food stands dotted the length of the roadway.

1.5 Holt Today

Today, Holt Boulevard is still a vital transportation route, but its economic viability is hampered by vacant and underutilized properties, a general lack of street improvements, nonstandard drive approaches and varying widths of right of way. The Holt Boulevard right-of-way is currently designed to focus on vehicle mobility travel to the exclusion of other concerns such as pedestrian and bicycle mobility. Pedestrian access and comfort are marginal, with narrow sidewalks, absence of street trees, and lack of pedestrian-oriented amenities, bus shelters and access to various means of transportation including bicycle, pedestrian, bus and rail travel.

1.6 Project Limits

Holt Boulevard is approximately five miles long and intersects Euclid Avenue in downtown traversing the city in an east west direction, from the west city limits (Benson Avenue) to the connector ramps of the San Bernardino Freeway (see Figure 1-1).

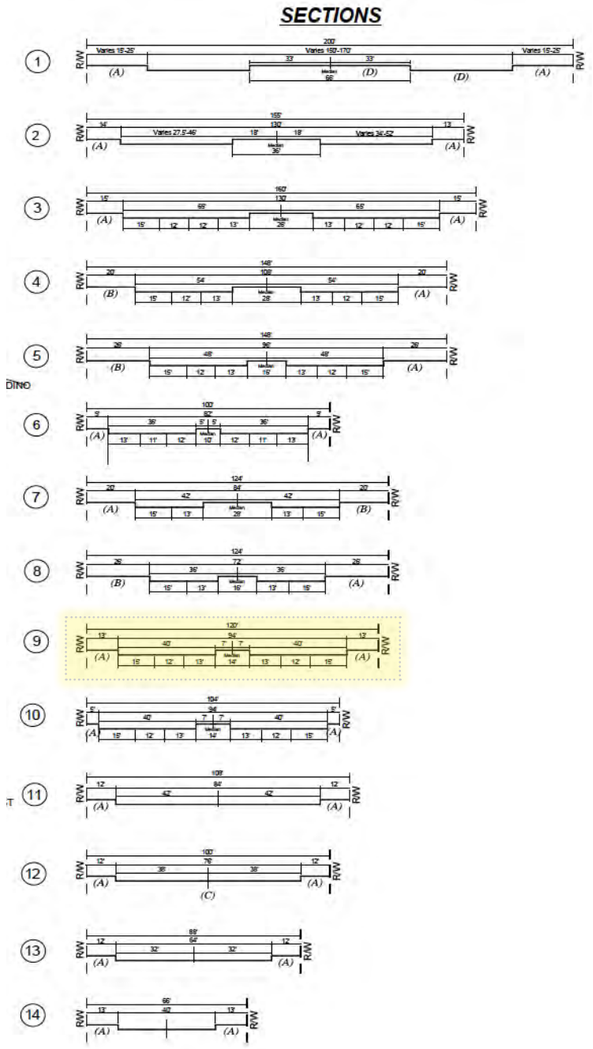
Holt in 1950s

Holt in 2012

1.7 Ontario Planning Context

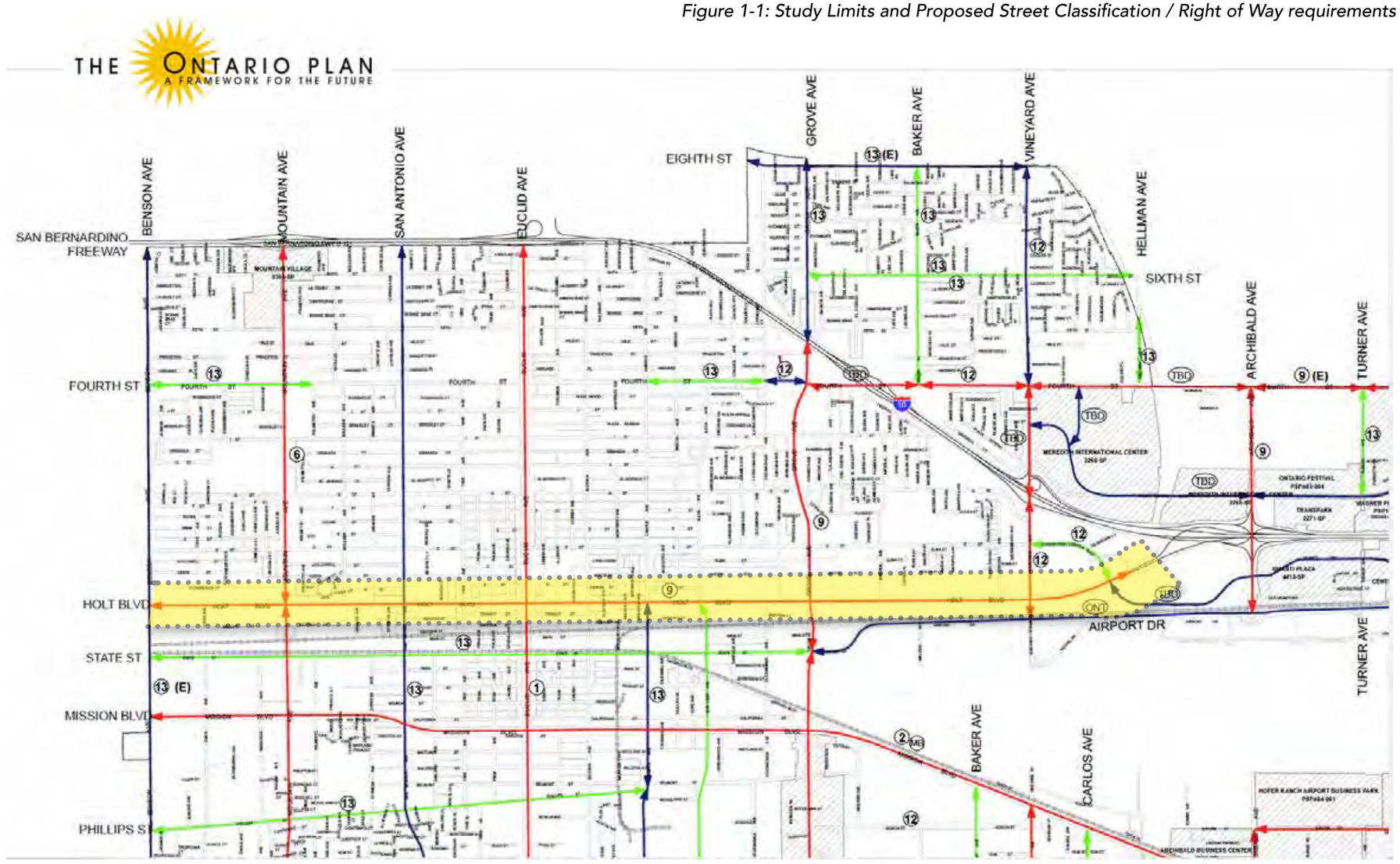
In 1983, Holt Boulevard became part of the Center City Redevelopment Project Area, which had a goal of eliminating and preventing the spread of blight and the deterioration of the project area. A few segments of Holt Boulevard were improved by adjacent new development. This new development included the mixed use Downtown Civic Center project, retail and hotel services near the Hospitality District (Vineyard Avenue) and many new public uses such as a United States Post Office, Social Security Administration, and San Bernardino County Child Protective Services.

On January 26, 2010, the City Council took a major step towards its future with the adoption of The Ontario Plan (www.ontarioplan.org). The Ontario Plan (TOP) serves as the city's new business plan and includes a long-term vision and a principle-based policy plan (General Plan). The central themes of this vision are: Prosperity by Design, Sustainable Development, and Complete



Community. The City has made a commitment to sustainability by focusing future growth within walkable, compact development in growth areas of the City. TOP identifies Holt Boulevard as a focused growth area within two distinct mixed-use areas. Holt Boulevard is identified by The Ontario Plan as a six lane divided arterial (see Figure 1-1 and Table 1-1). The divided arterial designation requires one hundred twenty (120') foot right of way, with six (6) moving lanes and fourteen (14) foot median for planting and left-turns. The existing right-of-way is 80 feet wide at the corner of Holt Blvd. and Euclid Avenue (Historic Downtown) and extends to18 feet wide east of Vineyard Avenue.

Figure 1-1: Study Limits and Proposed Street Classification / Right of Way requirements



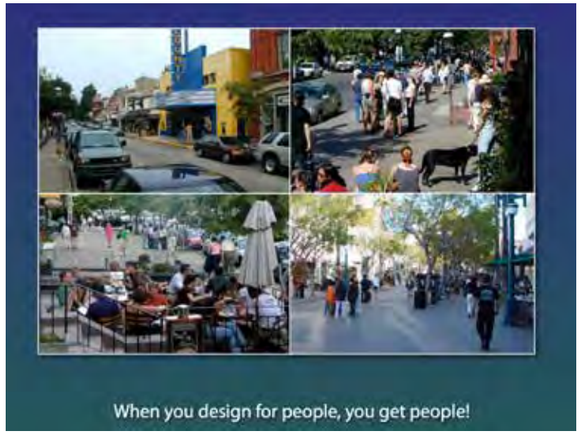
				Current General Plan Buildout			High Intensity Buildout		
Roadway	Segment	Lanes/Classification	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Holt Boulevard	West of Mountain Ave.	6 Lane Standard Arterial	49,000	14,092	0.29	A	15,036	0.31	A
	Mountain Ave. to San Antonio Ave.	6 Lane Standard Arterial	49,000	13,134	0.27	A	15,152	0.31	A
	San Antonio Ave. to Euclid Ave. (SR-83)	6 Lane Standard Arterial	49,000	34,282	0.70	B	39,127	0.80	C
	Euclid Ave. (SR-83) to Campus Ave.	6 Lane Standard Arterial	49,000	37,672	0.77	C	47,955	0.98	E
	Campus Ave. to Grove Ave.	6 Lane Standard Arterial	49,000	34,265	0.70	B	40,642	0.83	D
	Grove Ave. to Vineyard Ave.	6 Lane Standard Arterial	49,000	43,019	0.88	D	58,041	1.18	F
	Vineyard Ave. to Convention Center Way	6 Lane Standard Arterial	49,000	51,410	1.05	F	70,074	1.43	F
	East of Convention Center Way	6 Lane Standard Arterial	49,000	52,252	1.07	F	75,663	1.54	F

Table 1-1: ROW for Holt in "The Ontario Plan"

1.8 Complete Streets Legislation

On September 30, 2008, Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit." The act requires circulation and roadway planning efforts to provide for a balanced, multi-modal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. The "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Complete streets accommodate transit, walking, sitting, cycling and better interfaces with adjacent land uses



Many buildings are near the current 80' right of way nearest Euclid

1.9 Project Focus

The Ontario Plan (TOP General Plan), projected growth throughout the city, especially along empty lots found along Holt Boulevard. As a result of TOP, Holt was classified as a six lane arterial, with a proposed right of way of 120' (see Figure 1-1 and Table 1-1). This recommendation is not completely consistent with AB 1358, Complete Streets legislation, and is also problematic for the large number of historic and older buildings round along Holt Boulevard. These competing factors put Holt Boulevard on a collision course between providing consistency with the General Plan, accommodating all modes of travel and protecting cultural and architectural resources. The focus of this study is to resolve these conflicts and find a balance between these mandates.

1.10 Project Development Team

During monthly Project Development Team (PDT) meetings, the consultant team was provided with input and direction regarding the overall approach, issue identification, solutions and final recommendations. This team was composed of:

Rudy Zeledon: Ontario- Senior Planner
Jerry Blum: Ontario- Planning Director
Tom Danna: Ontario-Traffic / Transportation Manager
Louis Abi-Younes: Ontario- City Engineer
Melissa Ramirez: Ontario- Police
Robert Watson: Ontario- Police
Cathy Wahlstrom: Ontario- Principal Planner
Charity Hernandez: Ontario- Redevelopment Mgr
Carolyn Bell: Ontario- Landscape Planner
Julie Bjork: Ontario- Housing Director
Mauricio Diaz: Ontario- Principal Engineer
Sheldon Yu: Ontario- Senior Associate Engineer
Diane Ayala: Ontario- Associate Planner, Planning
Mike Eskander: Ontario- Principal Engineering
Roberto Perez: Ontario- Parks & Maintenance Supervisor

Daniel Kopulsky: Caltrans, Chief, Dev. Review
Rebecca Forbes: Caltrans Contract Manager
John Chiu: Caltrans, Caltrans Community Planner

Rohan Kuruppu: OmniTrans- Director of Planning
Anna Rahtz: OmniTrans- Planner Manager

This team met a total of 13 times.

1.11 Citizens Advisory Committee

A citizens panel was formed to provide broader input into the project. This committee met after the first workshop for five meetings. This team was made up of:

Octavio Vasquez- Business Owner
Peter Boor – Resident
Skip Pace- Resident
Erina Higa- Resident
Judy Taylor- Resident
Jonathan Edwards – Bethel Church Pastor/Resident
Javier Gomez- Resident

This committee met a total of 5 times following other PDT meetings.

1.12 Project Vision Statement

The project vision statement was prepared first by the Project Development Team. They were asked to provide important phrases and issues and then the consultant team wordsmithed these phrases into a draft vision statement. This vision statement was run through the first public workshop and then again by the Citizens Advisory Committee. The final vision statement vetted to the public and the project committees is shown in Table 1-3.

1.13 Project Supporting Objectives

In order to support the broad vision for the project, a number of objectives were identified and vetted through the two committees as well as the public workshops. A range of topics were used and various timeframes were considered. These objectives can be seen on Table 1-4.

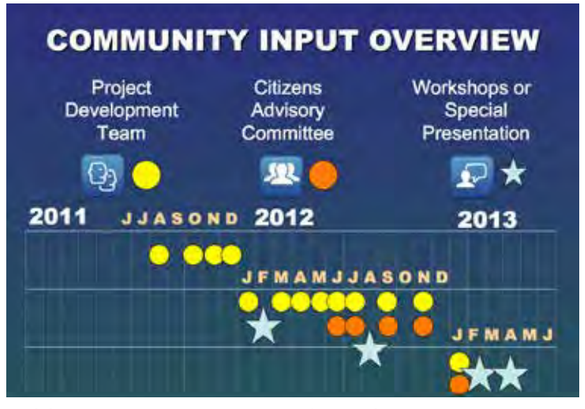


Table 1-1: Community Input from the PDT and the CAC

Table 1-1: Project Vision Statement

PROJECT VISION STATEMENT

Input on this Vision Statement originated with City of Ontario Staff, members of the Project Development Committee, and the general public as captured at the first open house. Everyone involved has indicated that they want was is best for the Boulevard as long as it follows the following general direction:

By 2020, Holt Boulevard will evolve into a Street with highly visible changes in the public right-of-way that reflect or preserve historical buildings and spaces along the corridor, while creating new buildings and public spaces that support increased activity along the Boulevard.

Efforts will focus on leveraging public investments that will encourage private investments that, will in turn, help to redevelop the area while supporting current businesses and services.

Street improvements will recognize current and future demand for vehicular traffic while safely accommodating and encouraging other roadway users including transit, walking and biking. Creating friendly, sustainable, and safe public spaces should be a top priority.

The treatments of the Boulevard do not have to be consistent along its full length, rather solutions can be concentrated at important nodes, districts or gateways & should be sensitive to local context & issues.

Table 1-1: Project Vision Statement

Near-term (2015) Maintenance Objective: In the near term, Holt Boulevard will continue to show signs of investment through physical improvements that signal to investors and property owners that it is safe to invest. Other positive signs of change can result from code enforcement, maintenance programs, litter control, graffiti removal, signage regulations, consistent redevelopment priorities, and strong business organizations, as well as appropriate policies, zoning and design guidelines to facilitate positive changes.

Mid-term (2020) Transit & Traffic Objective: Holt Boulevard will create a walkable and bikeable environment that supports transit use in the corridor while still having efficient traffic movement. The improvements should recognize the substantial investment planned for transit in the corridor and how Holt Boulevard needs to encourage transit supportive development that will result in increased transit ridership around potential transit stations.

Long-term (2030) Investment Objective: In the long-term, the corridor will improve the physical and economic conditions to a point where investors, property owners, residents and customers will all want to come to and engage in activities and uses along the corridor. The area needs to involve and evolve with the local business community and coincide with interests in downtown revitalization, the airport, the convention center and transit investments.

Economic Objective: The public investments will increase private investments that will spur additional smart growth that will, in turn, increase the tax base, provide transit riders for the transit investments, contribute funds for business and maintenance districts and support long term stability of businesses along the corridor.

Mobility Objective: Holt Boulevard will balance the uses of the street through improvements that increase pedestrian and bike safety, calms and accommodates current levels of traffic, and prioritizes transit mobility along the corridor.

Historic Objective: The history of the corridor will be invigorated through new period signage, building preservation, facade enhancements, interpretive panels, entry monumentation, public art, lighting and banner systems.

Urban Forest Objective: The streetscape design will reduce urban heat island gain, sequester carbon dioxide, provide shade, capture and treat urban runoff, increase edge friction for traffic calming and reinforce a positive green character for the street.

Civic Objective: The improvements along Holt Boulevard will establish a positive entrance to the City from the freeways, rail lines and airport. These improvements will also support the civic role of Euclid Avenue and City Center.

Environmental Objective: The project will serve to improve the quality of water runoff, micro-climate temperatures and air quality through urban forestry, best management practices for low impact development, by improving traffic efficiency through the corridor and by supporting a land use pattern that will reduce vehicle miles traveled by providing choices for living, working, shopping, playing, learning and interacting within complete neighborhoods and communities.

Design Objective: The corridor will be aesthetically improved and wayfinding will be increased through the use of entry monument gateways, historic theming and special node treatments that define districts of different uses.

CHAPTER

TWO

Existing Conditions

2. EXISTING CONDITIONS

2.1 Roadway Conditions

The existing roadway conditions are important to note in order to understand how Holt Boulevard can be transformed into a "Complete Street". This chapter consists mostly of maps, the best way to better understand and communicate the conditions of the roadway and its immediate environment.

2.1.1 Study Area Street Classifications

As seen on Figure 2-1, Holt Boulevard is classified as a Principal Arterial. This general plan designation found in the circulation element recommends that the street be improved to 6 lanes of travel with an ultimate width of 120 feet for its right of way.

2.1.2 Roadway Right of Way Widths

As noted on Figure 2-2, the existing right of way widths range dramatically from slightly less than 80 feet out to a maximum width of 50 feet east of Vineyard. The historical width of the corridor was likely 80 feet, found mostly from Bonita, eastward to Euclid, then again from Pleasant to Allyn, with one more residual 80 foot width found from Imperial, partway to Corona. Very few areas have been improved out to the 120 foot standard except a portion of a block from Plum to Sultana, from Grove to Allyn and from Corona to the end of the study area.

2.1.3 Typical Curb to Curb

The total road width by itself does not tell the full story. The individual lanes and walkways are much more important. A total of 12 cross sections have been cut through the study area and shown on Figure 2-3.

2.1.4 Lanes

The number of lanes of travel (counting both directions) is shown on Figure 2-4. Some areas, such as alley ways, are classified as having only one lane, all the way out to a seven lane road, which is really three lanes in each direction with one turn pocket lane. Most of Holt is four lanes (two in each direction) without a special turn pocket lane. A small portion from San Antonio to Bonita contains a dual turn pocket lane and has been classified as a seven lane arterial, though a total of seven lanes do not currently exist.

2.2 Street Edge Form

The roadway lanes are really just the part of a street dedicated to moving vehicles (trucks, buses, cars and bikes). However, the edge of the roadway, beyond the curb, also supports function and form.

2.2.1 Street Trees

One function of a street is often to provide an urban forestry edge or street tree area that helps to provide an appropriate scale for a street and to provide a safer and more comfortable walking environment for pedestrians. Figure 2-5 shows the current inventory of street trees consisting of palm trees, small canopy trees and more mature trees classified as large canopy trees. The size of the dots on the maps are somewhat indicative of the overall size of the tree.

2.2.2 Lighting Fixtures

Lighting is both an important safety element as well as a character defining element of the street edge. Figure 2-6 shows the location and type of fixture. Most of Holt contains a concrete cobra style pole, with metal poles found just east of Euclid to Sultana (associated with the new residential development) and then again at the far east end past Vineyard, improved as part of the Convention Center and associated hotels. In general, the lighting is relatively good along Holt, though many dark areas exist and the variety of the poles and lighting fixtures does little to establish a consistent character along the route.

2.2.3 Street Furnishings

There is very little in the way of street furnishings such as benches and trash receptacles found along Holt.

2.2.4 Signage

Signage has been primarily limited to regulatory signs and only a few direction signs exist.

2.3 Urban Form

The urban form consists of the relationship of building masses interfacing the roadway and streetscape edges.

2.3.1 Building Massing

Remnants of a few traditional business districts exists from San Antonio to Euclid and then again from Lemon to Allyn. Some of these blocks have a consistent street wall, typically only 8-12' feet from the curb edge. However, the corridor has such a large percentage of empty lots that there is not consistent form of building massing. Only the few blocks from Vine to Euclid read as an intact business district.

2.3.2 General Building Heights

Buildings are typically single story with high ceilings and parapet walls making the structure appear to be approximately 12'-15' tall. New development has created some two and three story residential units just east of Euclid. Various different purpose buildings appear to be above 20' in height, although they may not actually contain a second floor. A number of older homes are two story and a few are three story "Victorian" period estates.

2.3.3 Building Setbacks

Consistent building setbacks do not exist. A 10' standard appears to have existed at one point. A more current standard is 12' 6", including the face of the curb which is 6" wide.

2.3.4 Empty Lots

Of the several hundred parcels found along Holt Boulevard in the study area, a significant number, above 40%, are empty lots. Some of these lots contained buildings that have since been demolished, while others contain land uses not requiring a structure, or the structure is on one parcel with other uses on the next parcel. Some of the land area is currently related to agricultural row crops, while other agricultural land has been abandoned. The sparse nature of development represents both a liability for urban form and active uses, while at the same time represents an opportunity for infill development.

2.3.5 Landmarks

A few landmarks (highly visible structures) exist along the corridor, some of which are historic in nature, many of which are vintage signs, and a few that are architectural forms and historical structures, mostly on each side of Euclid.

2.3.6 Perceived Districts

A district or a node is a planning term for an area of land that has consistent character, urban form, architectural styles, scale and other building elements that help to tie it together into a unit. The intent of this study is to identify and enhance districts that may already exist. This will be done through the use of signage in the form of entry gateways. It will also be accomplished through the use of a district marker in the center of the district associated with potential transit improvements being discussed under this plan (see subsequent chapters). Note that the district names used on Figure 2-7 are the initial naming of these districts that have been refined into formal district names discussed in subsequent chapters. This goes not only for the district, but also for the proposed transit station naming, referred to here as "ports."

Given the historical nature of the corridor and the remnant structures that represent different periods of time, a pattern of districts emerged during discussions and field work.

The "Auto-Cultural District" (later referred to as the Roadside District) is indicative of the roadside auto oriented businesses that existed from Benson to San Antonio and partially to Vine from the 1920s to the 1950s. The area still consists of a dominance of auto-oriented businesses of varying scales and functions.

The "Downtown-Cultural District" (later referred to as the Downtown District) includes many of the historic buildings and the business district from Vine past Euclid and over to Sultanta. This district could also extend down as far at Campus, depending on character defining structures and historical research. That area is not within the scope of this study. The Downtown District is the anchor to the overall corridor and represents the historical and business center of Ontario. Many buildings in this area are historic and the business district is intact, though not economically stable at this point in time. The urban form of this district is dense but of a human scale. The architectural variety is also a positive feature.

The "Agri-Cultural District" (later referred to as the Grove District) is made up of the agricultural businesses, packing houses, wine vintners, and farm and ranch houses that dominated in this area. Many of these structures are gone or have had a building added in front of them that obscures the original farm house. The area appeared to evolve from a residential district to a roadside district as evidenced by the number of front building add ons. This district could extend as far to the east as the West Cucamonga Creek or even nearly to Corona.

The "Neo-Cultural District" (later referred to as the Aviation District) is made up of the new elements found at the east end of the study area, primarily related to the airport and the visitor / tourism industry. The Convention Center is the dominant structure in this area, along with some of the larger hotels and various airport structures visible from the end of the study area.

2.4 Building Character

A dominant factor that affects the overall perception and image of a street relates to the adjacent buildings.

2.4.1 Historic Periods

Ontario has a very extensive historical background and has many great examples of early pioneer days, agricultural farm houses, early schools, civic facilities and landmark recreational facilities. In the study area, most of the history is related to early farm houses, row housing and business development. After the agricultural expansion of the area, Holt Boulevard became a major thoroughfare as a highway and many roadside developments and auto oriented businesses began to spring up. These areas coalesced into a few business districts, with remnants still remaining today. Most of the recent history of the area has not contributed to development along the corridor, except at the east end. The west end has tended to stay auto-oriented, but because large dealerships have collocated in the region, these auto oriented businesses have become a second tier of used cars and parts, with a few specialty repair and fabrication shops scattered along the corridor.

2.4.2 Historic Designations

More recently, the City of Ontario has been inventorying and classifying historic resources. Figure 2-8 shows the designations along the corridor. Many fall between a clearly historic and a potentially historic categorization system. The Tier 1 and 2 buildings all have the character and historicity necessary to designate them as historic, but many have not yet been so designated. Tier three facilities may be related to historic districts or may not be intact as much as the Tier One or Two facilities. However, it generally takes a few buildings that have a historic character in order to establish a historic district, even if on their own, these buildings do not meet the criteria for historical designation.

2.4.3 Buildings of Character

Even though a building has been substantially altered or is not considered to be historic based on age, any building can contribute to the uniqueness of an area or can combine with other buildings of character to establish a design district. Holt Boulevard has a number of buildings that are unique but do not qualify for historic designation. These buildings should be considered important, although all will not be able to be saved given the expansion requirements of the roadway.

2.5 Existing Driving Conditions

The general conditions of the roadway are adequate for drivers, though the change in width is sometimes abrupt and the sporadic on-street parking creates an always changing edge environment, which is not particularly troublesome considering it does aid in traffic calming. Overall, the very wide nature of the roadway, as well as the limited on-street parking and vacant land uses, combine to create more of a speedway thoroughfare rather than a traffic calmed destination street that supports multiple-modes and adjacent businesses.

Some on-street parking exists, but in areas where the ROW is only 80', on-street parking is prohibited. Further east and west from downtown, the blocks are typically designed with parking lots fronting onto the street with building placement setback from the street.

Based on fieldwork and as seen in the photos below, congestion is rarely a problem along the roadway segments. Congestion does sometimes occur at major intersections such as Holt and Euclid as shown below.

2.5.1 Vehicular Average Daily Traffic-Segment

Figure 2-9 is a summary of the volumes of traffic that utilize Holt on a daily average basis. As can be seen from this figure, adjacent streets carry much lower levels of traffic.

2.5.2 Vehicular Peak Conditions

Figure 2-10 indicates the AM and PM volumes of traffic during peak hours.

2.6 Existing Walking Conditions

Walking along Holt Boulevard is generally problematic depending on which segment you are walking. In general, the area is lacking destinations that would warrant pedestrians in the first place. Second, the roadway width and lack of safe pedestrian crossings makes the street a divider street, limiting walkers to one side of the street or another. A significant portion of the boulevard is lacking in sidewalks or contains a variety of poor walkway conditions. Many locations have on-street parking, but most are empty or segments do not allow parking because of the narrow ROW. Street trees are mostly missing. Some of the pedestrian crossing, such as the one shown to the right, are high risk since they require all four lanes of vehicular travel to stop and yield, which is highly unlikely. This type of crossing is considered to be a multi-lane/ multi-threat condition where one vehicle may stop, but it might block the view of the pedestrian, so that an overtaking vehicle may not see the pedestrian crossing.

All of these factors combine to make Holt Boulevard a pedestrian unfriendly location. However, with changes in future land use, an increase in the number of safe crossing points and the addition of street trees and street furnishings, the area could be more pedestrian friendly without a great deal of difficulty.

2.6.1 Pedestrian ADT

Figure 2-12 indicates the number pedestrians counted in specific areas based on field counts taken. They are shown as AM and PM peaks.

2.6.2 Walkway Facilities

The location of existing sidewalks are shown on Figure 2-13.

2.6.3 Ped. / Vehicular Collisions

Based on statewide records and from information collected from SANBAG and the City of Ontario, collisions were mapped on Figure 2-14. These collisions involve a vehicle and a pedestrian. Two fatalities and 12 injuries occurred in the study area from 2006-2011. The collisions tend to be concentrated near Euclid, as well as Campus, which has limited crossings.

2.7 Existing Cycling Conditions

Cycling along Holt can be challenging due to the narrow outer lanes in some locations, the on-street parking in other locations, and the general high speed of the street along most of the study area.

When parking is not present in legal on-street parking zones, then adequate bike to vehicle buffer width exists (generally considered to be a 4' area next to a 12' lane, which allows a car to pass with 3' of clearance if they move to the left side of the lane. Of the cyclists seen, many choose to ride on the sidewalk instead of the road, or they tend to hug the curb line or stay too close to parked cars within the door zone, and area that can be dangerous for cyclists.

2.7.1 Bike ADT

Figure 2-15 indicates the location of cyclists noted during the fieldwork phase.

2.7.2 Bike Collisions

Figure 2-16 shows the locations of vehicle to bike accidents that have occurred from 2006 to 2011. A total of 12 crashes were noted with no fatalities.

2.8 Existing Transit Rider Conditions

Holt Boulevard has a high level of use for transit, with much of it on standard bus routes, with very limited transit stop amenities. Ridership is high primarily because of the socio-economic conditions that result in low car ownership and a higher reliance on transit.

2.8.1 Transit Routes

OmniTrans provides a high level of standard bus services along Holt Boulevard, including the 80, 63 and the 61 routes. These routes are shown on Figure 2-17.

2.8.2 Transit Use Levels

According to data from OmniTrans, ridership is relatively high on this corridor. Figure 2-18 shows the number of boardings and alightings. The highest volumes are near Euclid on the 80 and 61 routes.

2.8.3 Transit Use Levels at Peak Periods

Figure 2-19 shows the peak hour of transit use in the AM and PM. A high level of morning and afternoon peak transit use occurs around Euclid and Mountain Avenues.

2.8.4 Transit Stations

The current transit stations are shown on Figure 2-20. This map also shows the walktime zones located around each station, based on a 2.5 mph walking pace and the existing walkway network. If gaps exist, then the Geographic Information Systems (GIS) network analysis calculates a longer alternative route.

2.8.5 Walk Time Zones with Existing Densities

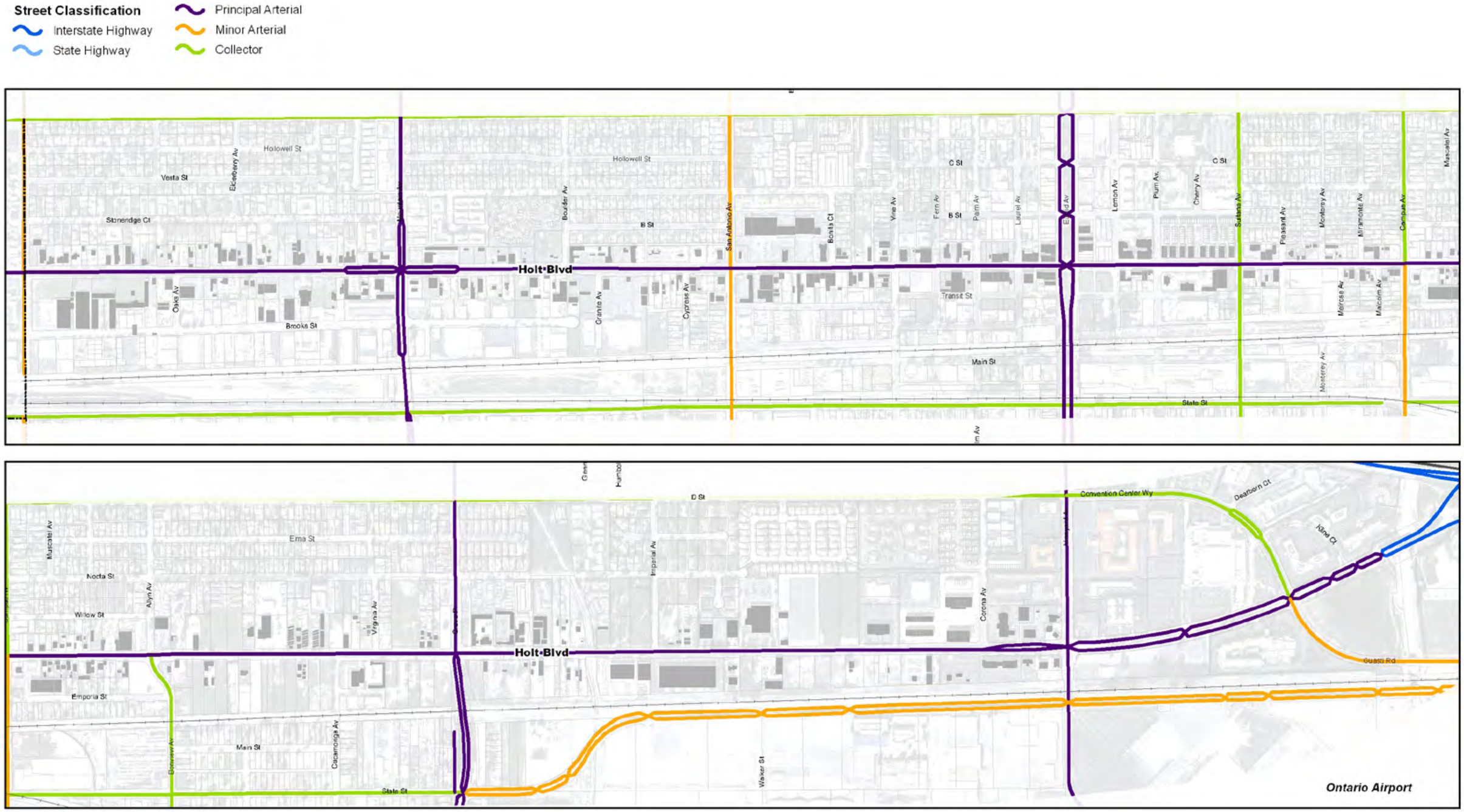
As shown on Figure 2-21, the same walktime zones shown on Figure 2-20 have been overlaid on top of residential densities found in the area.

2.9 Land Use & Population

Figure 2-22 shows the existing land use of the study area. Commercial uses along the corridor include a mix of auto-oriented and strip commercial retail and fast food uses. There are also single and multi-family residential developments and churches.

Figure 2-23 shows the projected land uses as identified in the Ontario Plan using the Preferred Land Use Scenario. Significant changes are proposed for the east end of the study area with major mixed use infill uses.

Figure 2-1: Existing Street Classification



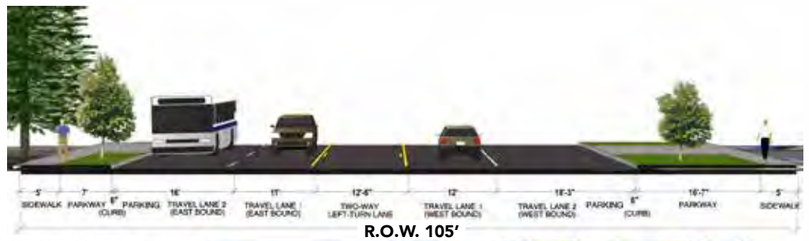
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Existing Rights-of-Way

Data Source: KTU+A, City of Ontario, SANBAG

Figure 2-1: Curb to Curb Dimensions

Cross Section Locations



R.O.W. 105'

SECTION 1

OAKS / BENSON

(MOST IMPROVED PARKWAY ON ONE SIDE)

WEST

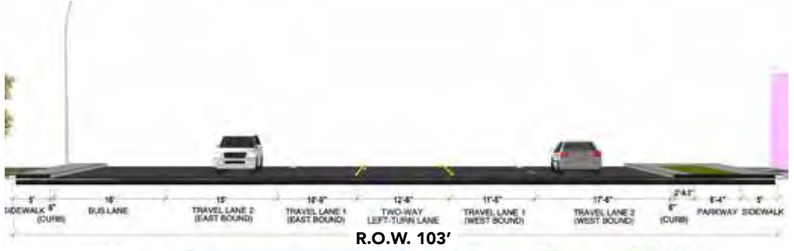
R.O.W. 98'

SECTION 2

BOULDER / MOUNTAIN

(MOST IMPROVED SMALL MEDIAN)

WEST



R.O.W. 103'

SECTION 3

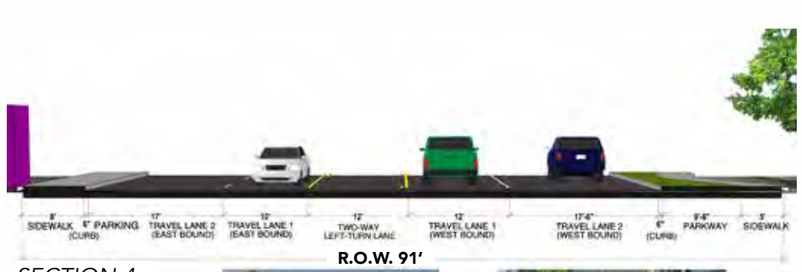
CYPRESS / GRANITE

(LARGEST BUS STOP/ PULL OUT LANE)

WEST

Holt Boulevard

Cross Section Locations



R.O.W. 91'

SECTION 4

BONITA / SAN ANTONIO

(LARGEST IMPROVED PARKWAY)

WEST

R.O.W. 80'

SECTION 5

EUCLID / LAUREL

(MOST CONSTRICTED SEGMENT)

WEST

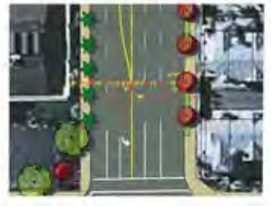
R.O.W. 96'

SECTION 6

SULTANA / PLUM

(GREATEST # OF THRU LANES)

WEST



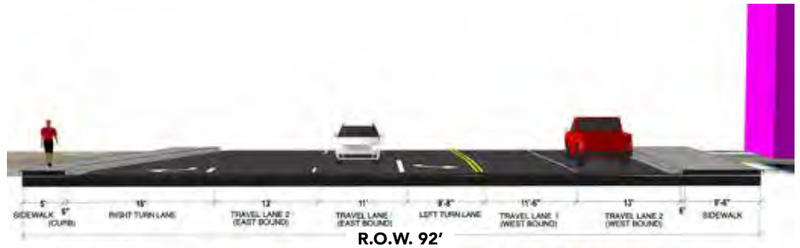
Cross Section Locations

SECTION 7

AMPUS / MALCOLM

ARGEST OUTER LANE)

WEST

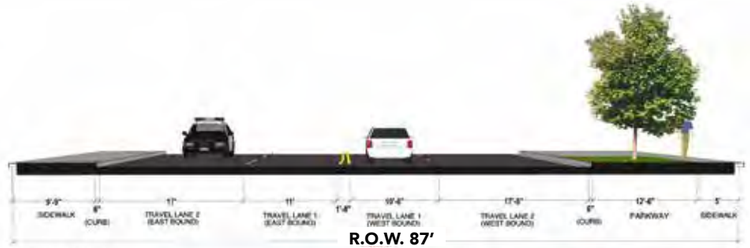


SECTION 8

ALLYN / CAMPUS

(MOST ABRUPT NARROW TO WIDE)

WEST



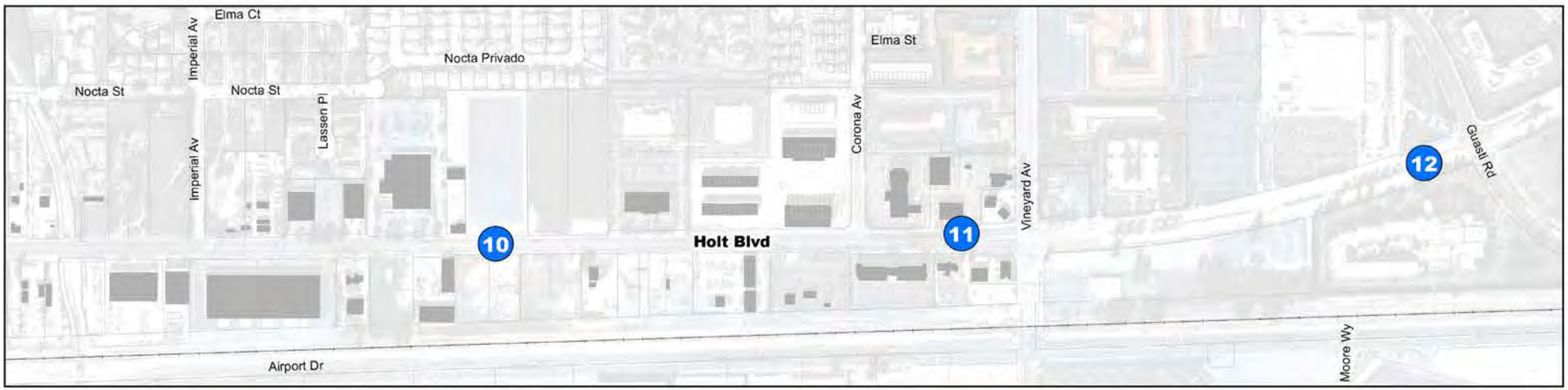
SECTION 9

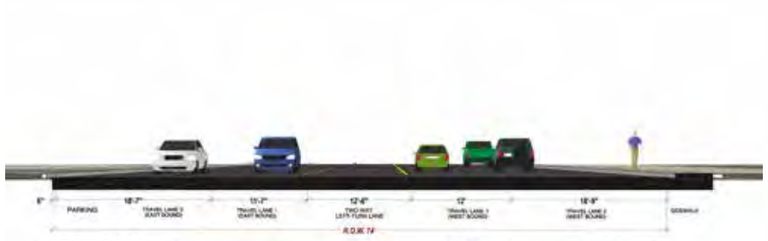
CUCAMONGA /ALLYN

(LEAST # OF LANES WITH NO PARKING)

WEST

Cross Section Locations

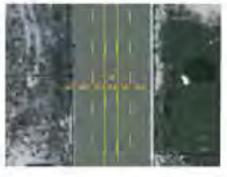




SECTION 10

CORONA / IMPERIAL

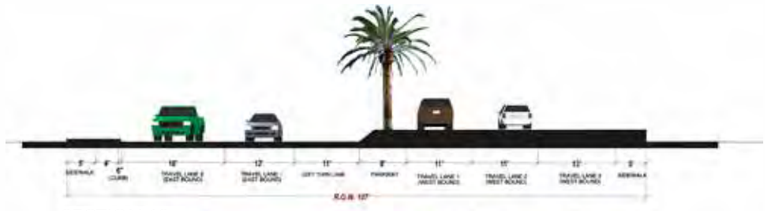
(LEAST IMPROVED SEGMENT & WIDEST R.O.W.)



SECTION 11

VINEYARD / CORONA

(WIDEST R.O.W.)

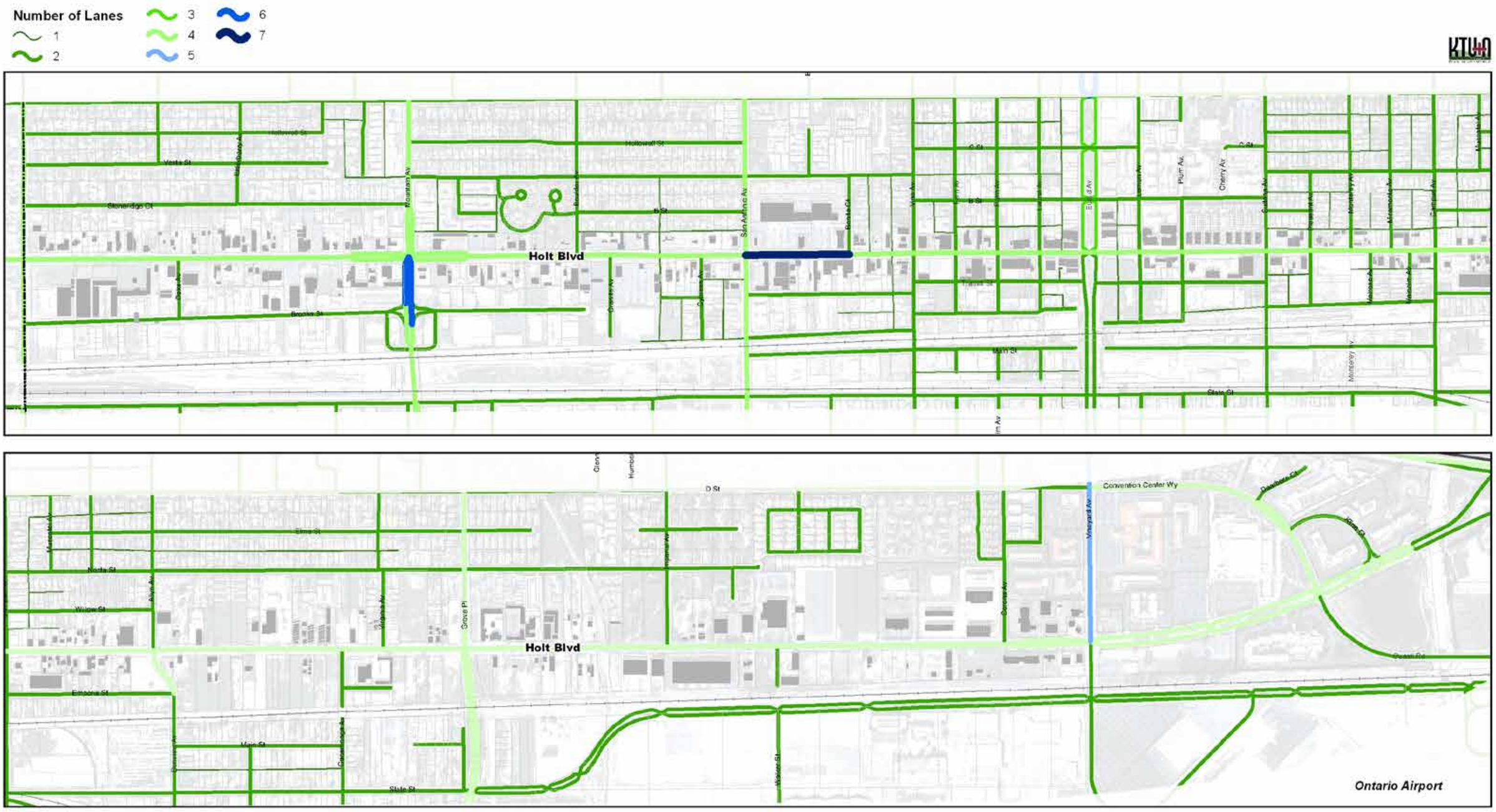


SECTION 12

E. CONVENTION CENTER WAY / VINEYARD

(MOST IMPROVED SECTION)

Figure 2-1: Existing Total Travel Lanes *(1-lane is one way, alley or very narrow 2 way)*

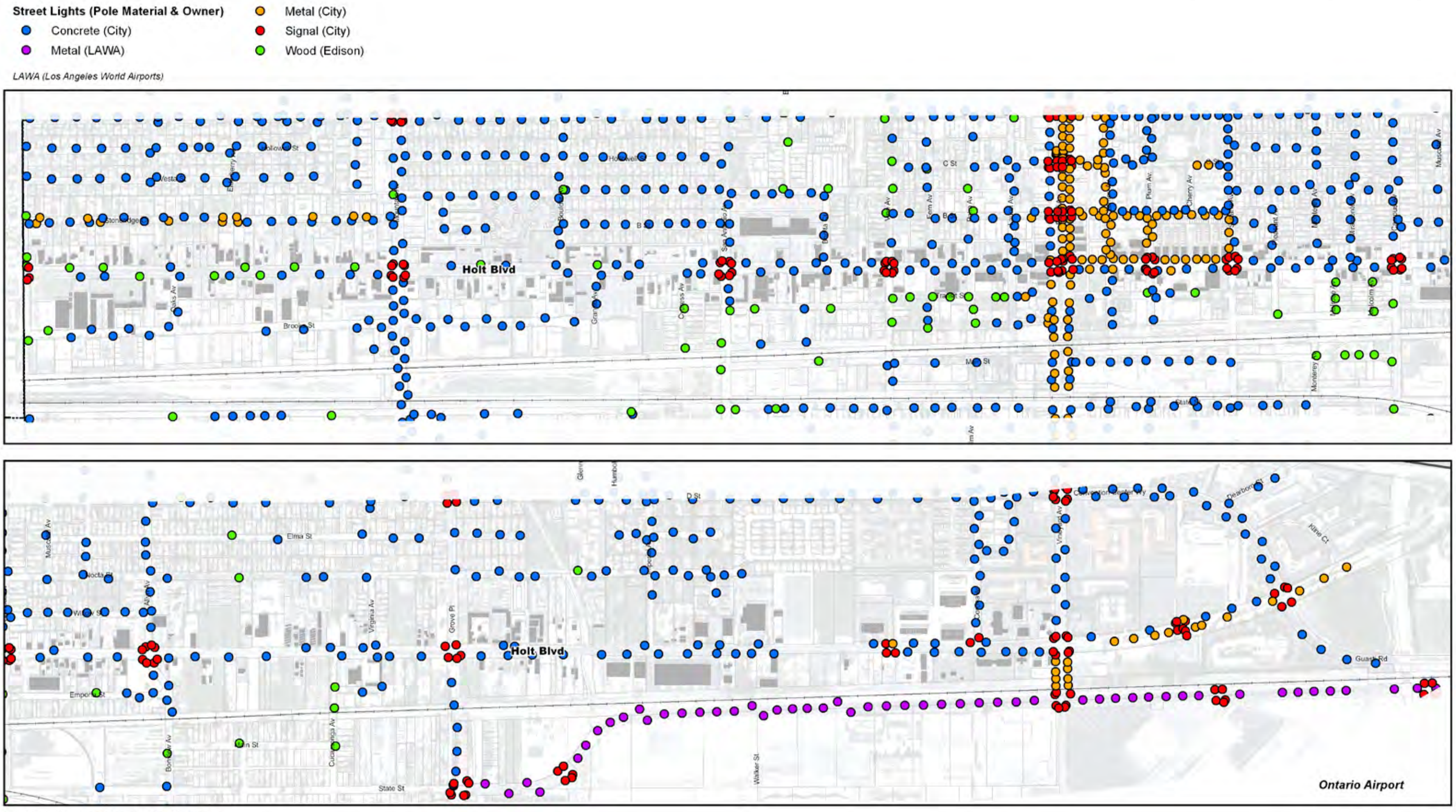


- Palm Trees
- Small Canopy Trees
- Large Canopy Trees

Figure 2-1: Existing Street Trees

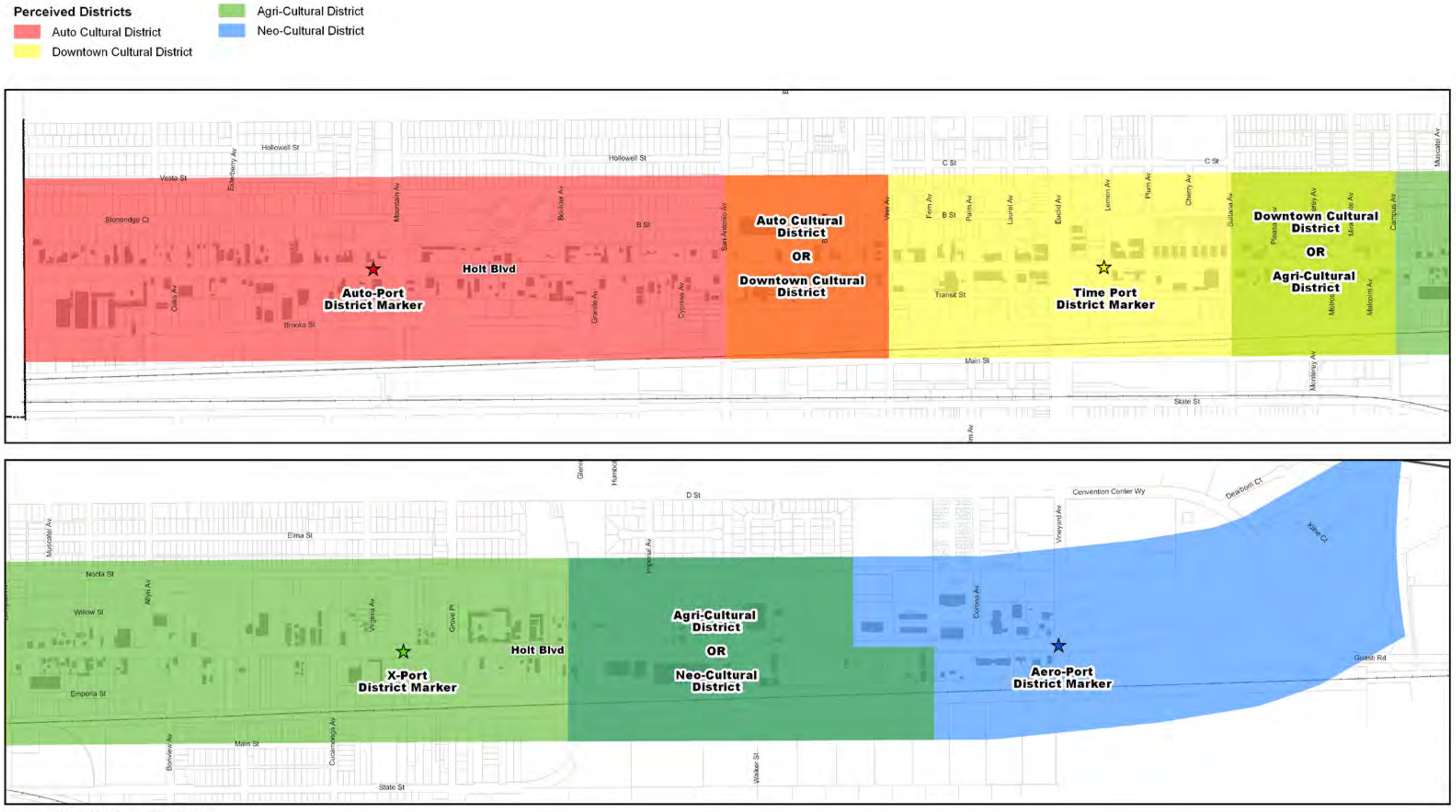
Data Source: KTU+A, City of Ontario, SANBAG

Figure 2-1: Existing Street Lights



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Perceived Districts



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Historic Buildings

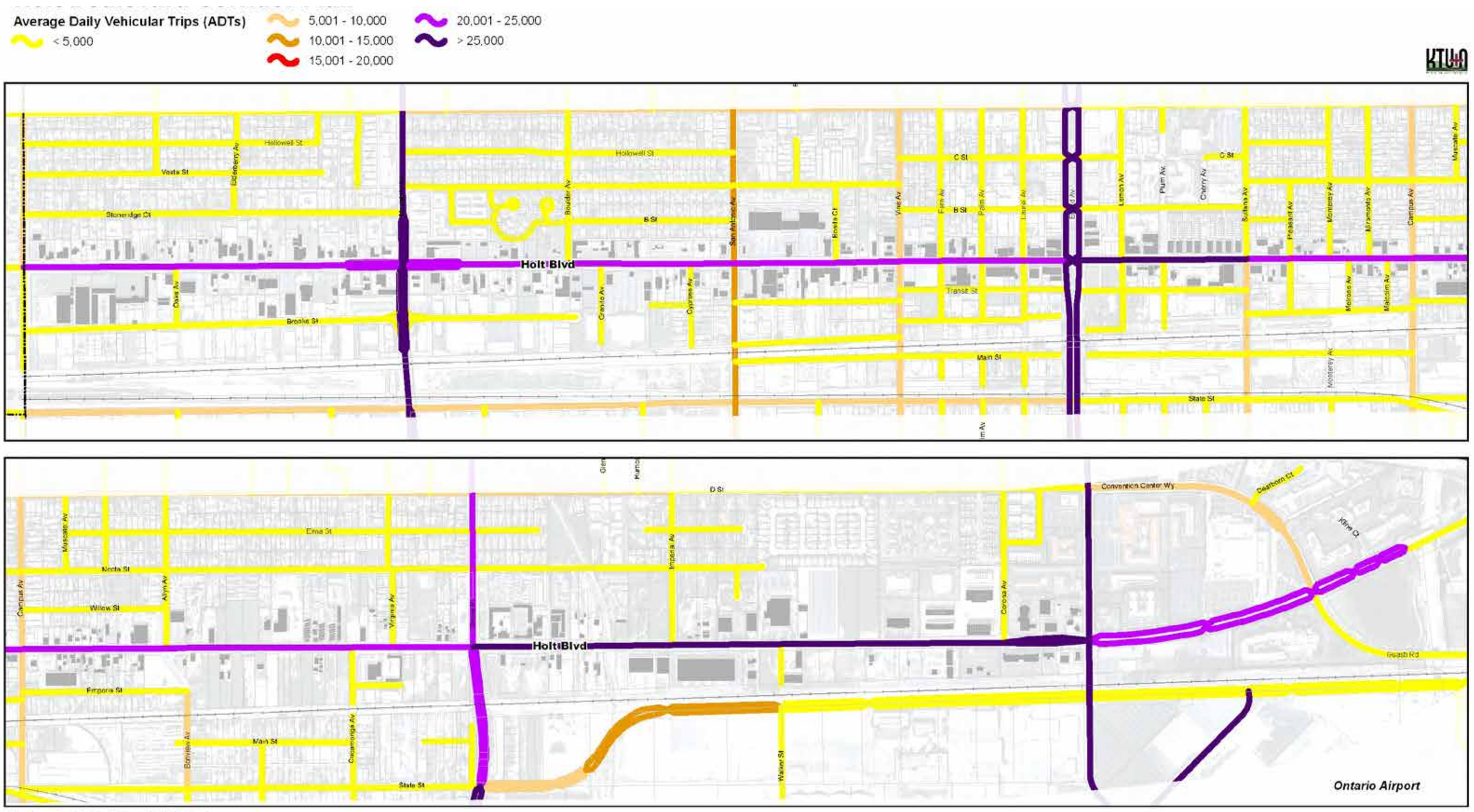
Tier Designations
- Designated
- Recommended

Historic Building Tiers
- 1 or 2
- 3

TIER 1: Properties should not be demolished or significantly altered under any circumstances, regardless of their designation status. Properties in this tier are determined to be Ontario's most significant historical or cultural properties.
TIER 2: Properties where demolition of these properties should be avoided.
TIER 3: Consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources as defined in Section 9-1.2612. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances.

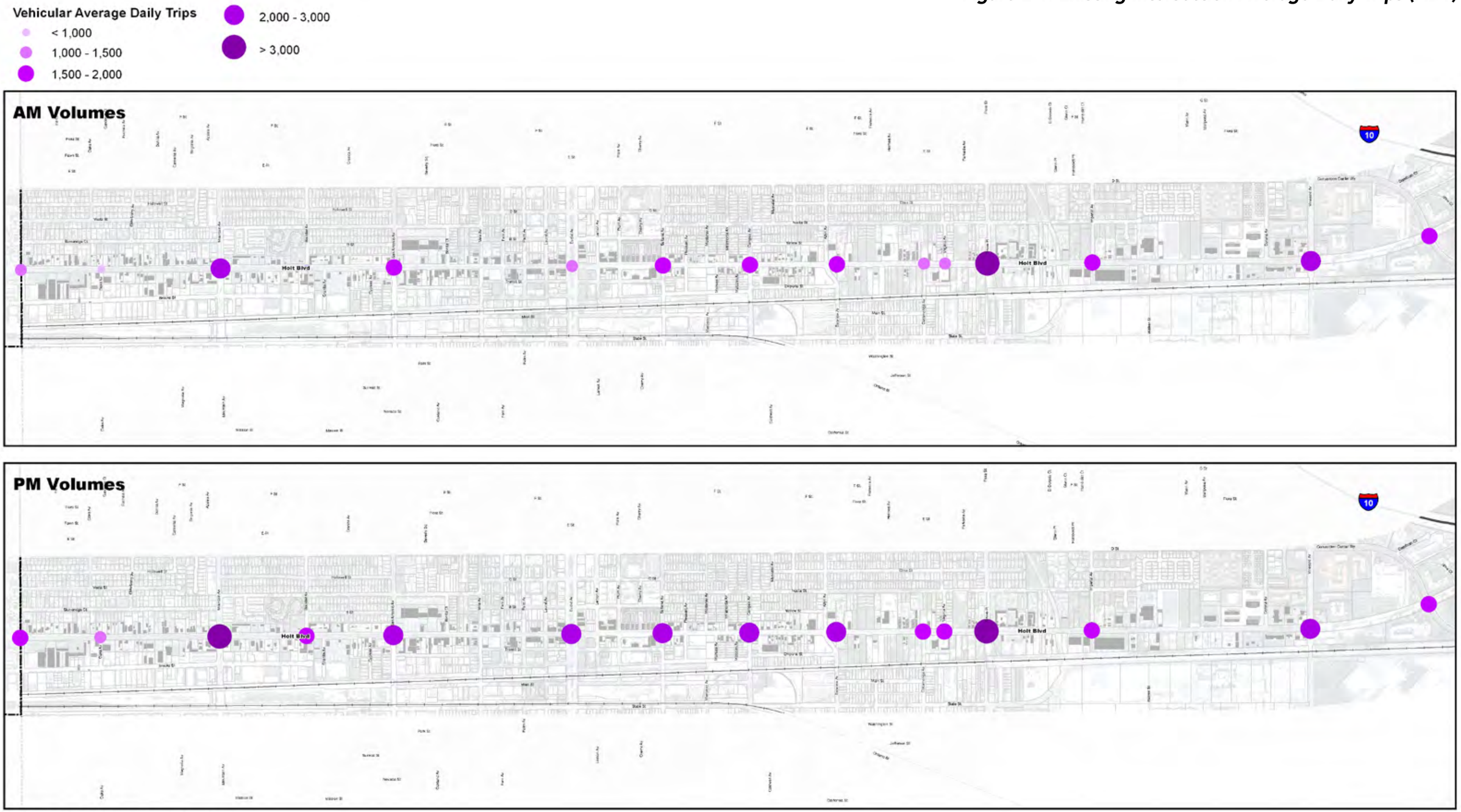
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Existing Average Daily Trips Along Roadway Segments



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Existing Intersection Average Daily Trips (ADT)



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

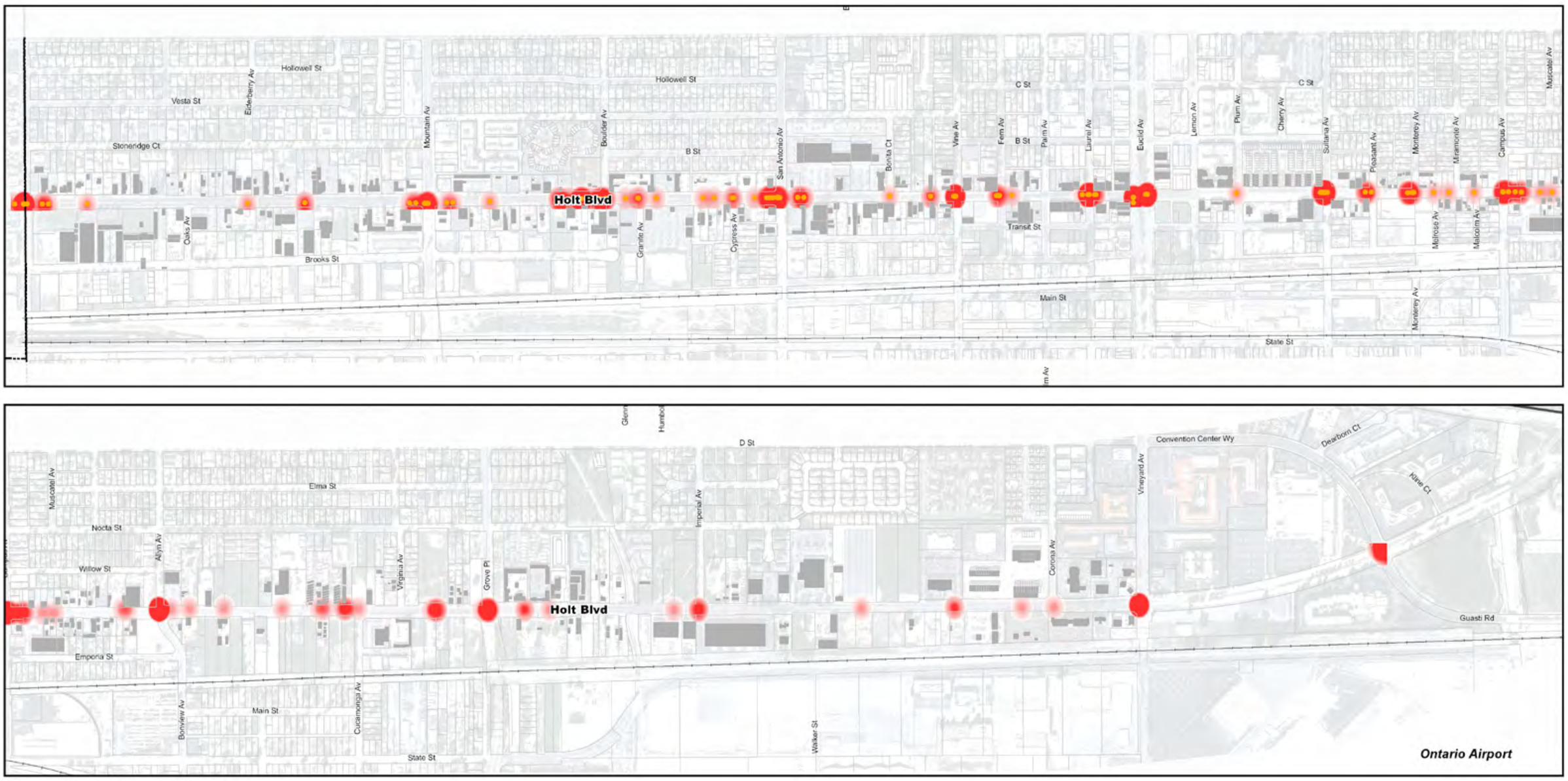
Figure 2-1: Vehicle Collisions

Vehicle Collisions 2006-2011

Vehicle Collision Density (165 Total Collisions)

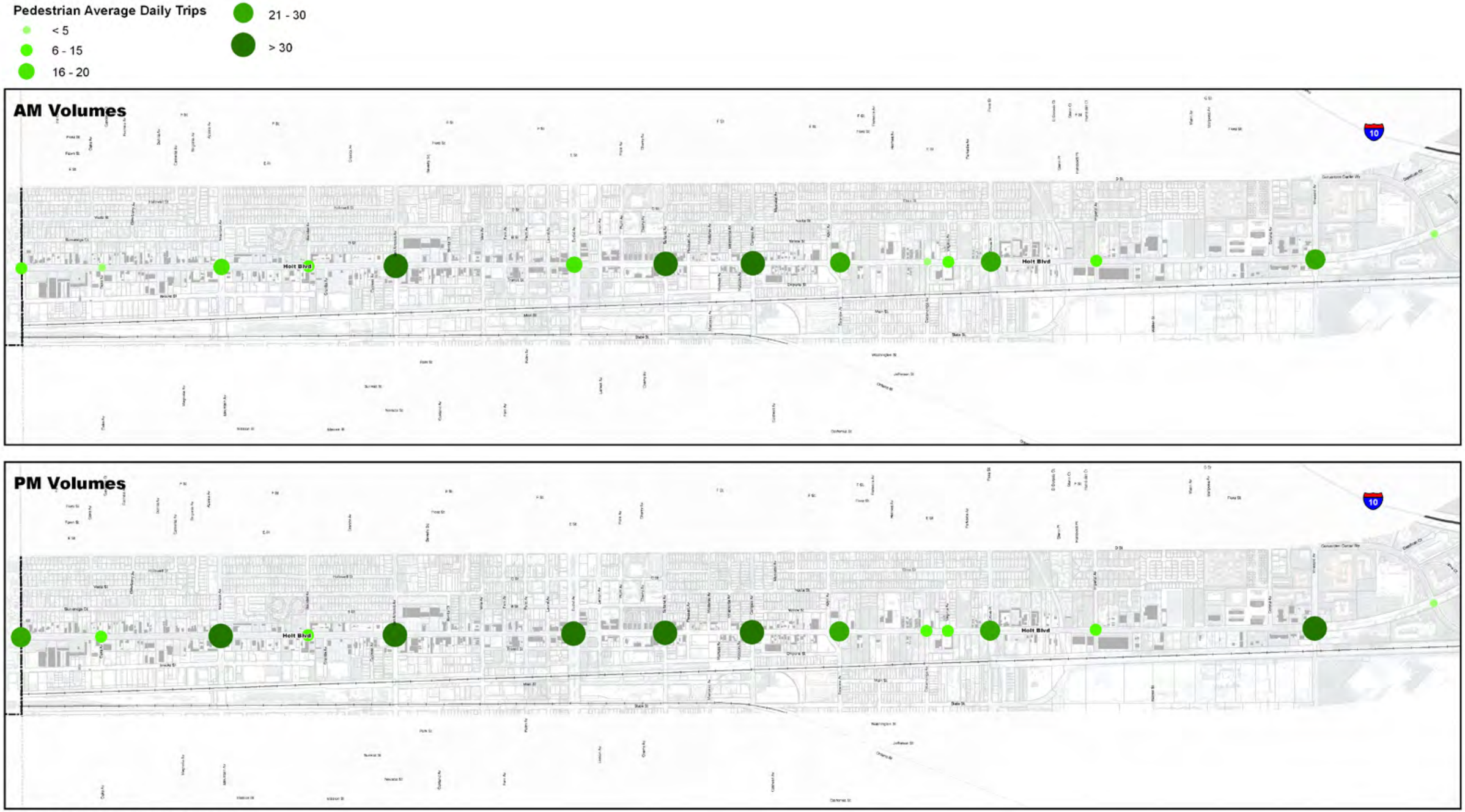
High Density of Vehicular Collisions

Low Density of Vehicular Collisions



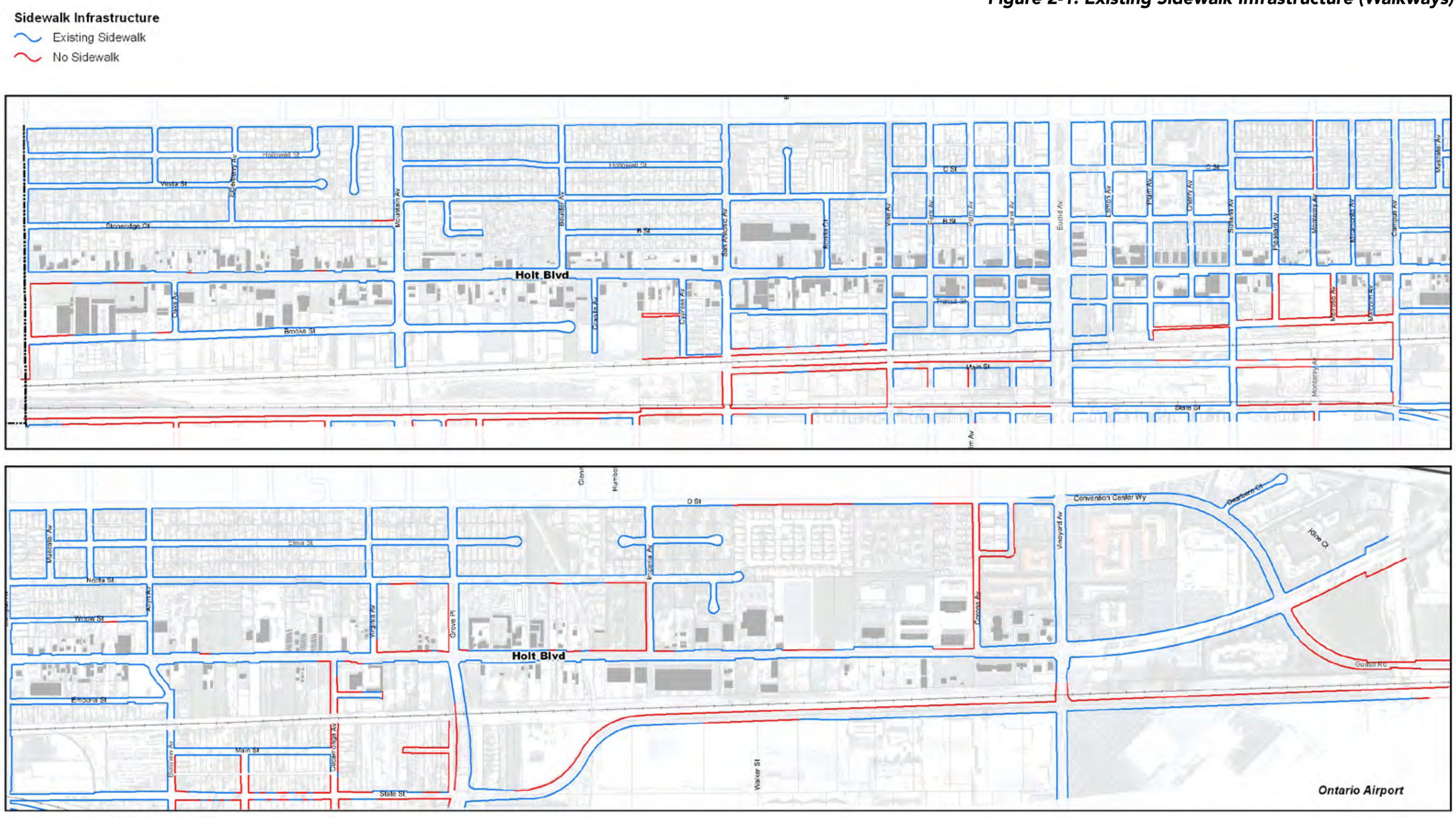
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Existing Pedestrian Volumes (Trips)



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Existing Sidewalk Infrastructure (Walkways)



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

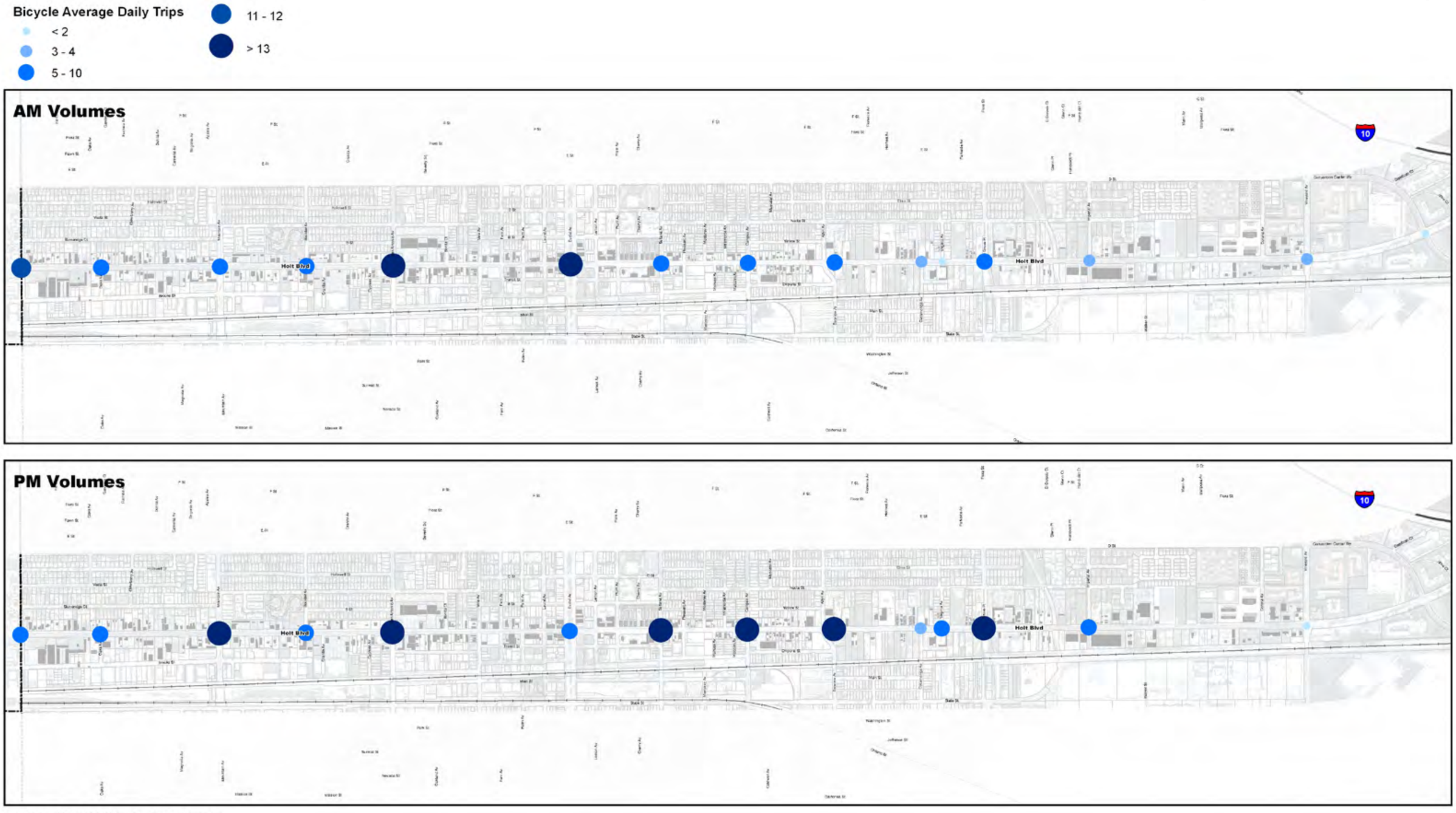
Figure 2-1: Pedestrian / Vehicular Related Collisions

Pedestrian Related Collisions (2006-2011, 14 Total Collisions)

- Injured (Total Injuries = 12)
- Fatal (Total Fatalities = 2)

Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Bike Volumes (Trips)



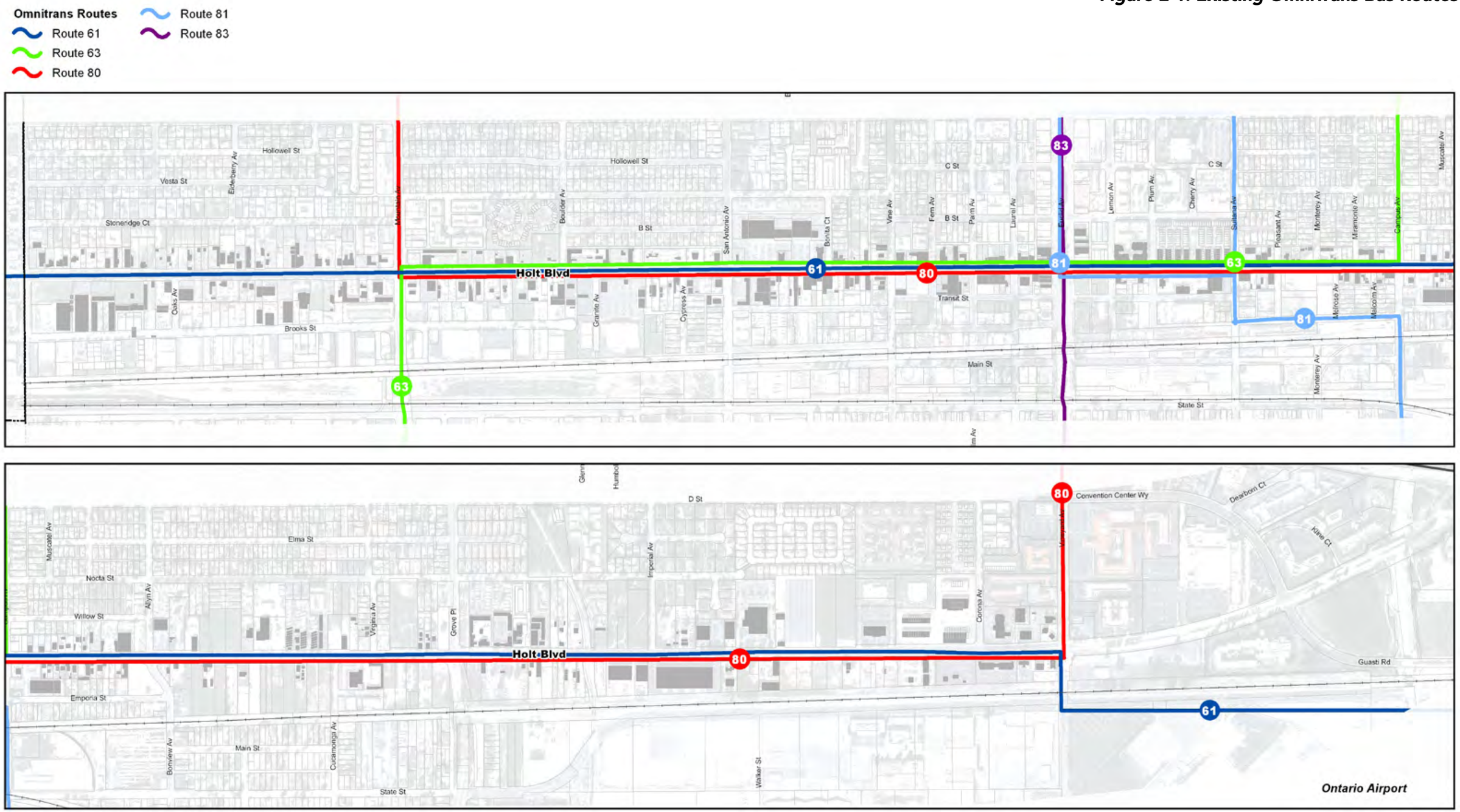
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Bike / Vehicle Related Collisions

● Bicycle Related Collisions (2006-2011, 12 Total Collisions)

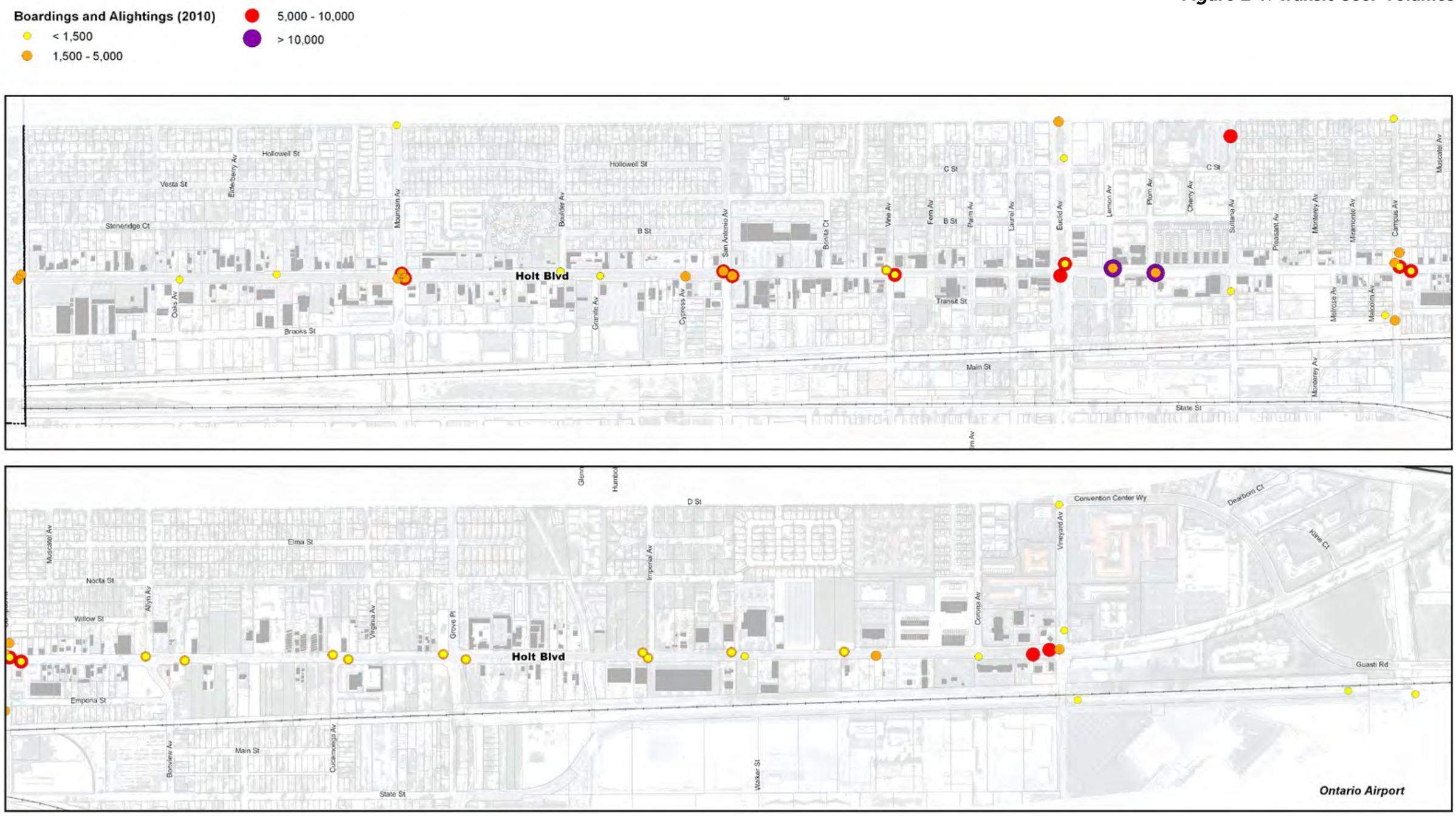
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Existing OmniTrans Bus Routes



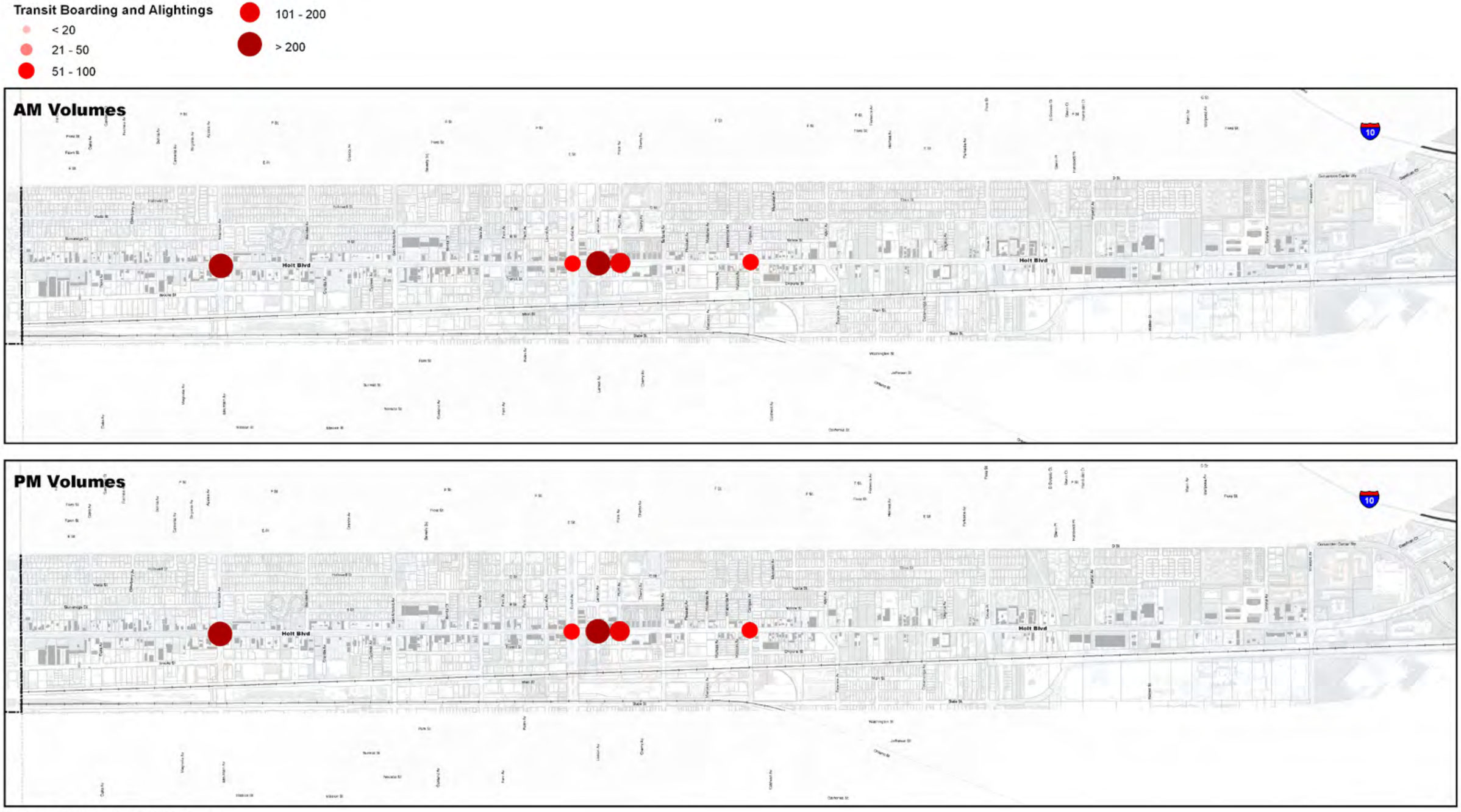
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Transit User Volumes



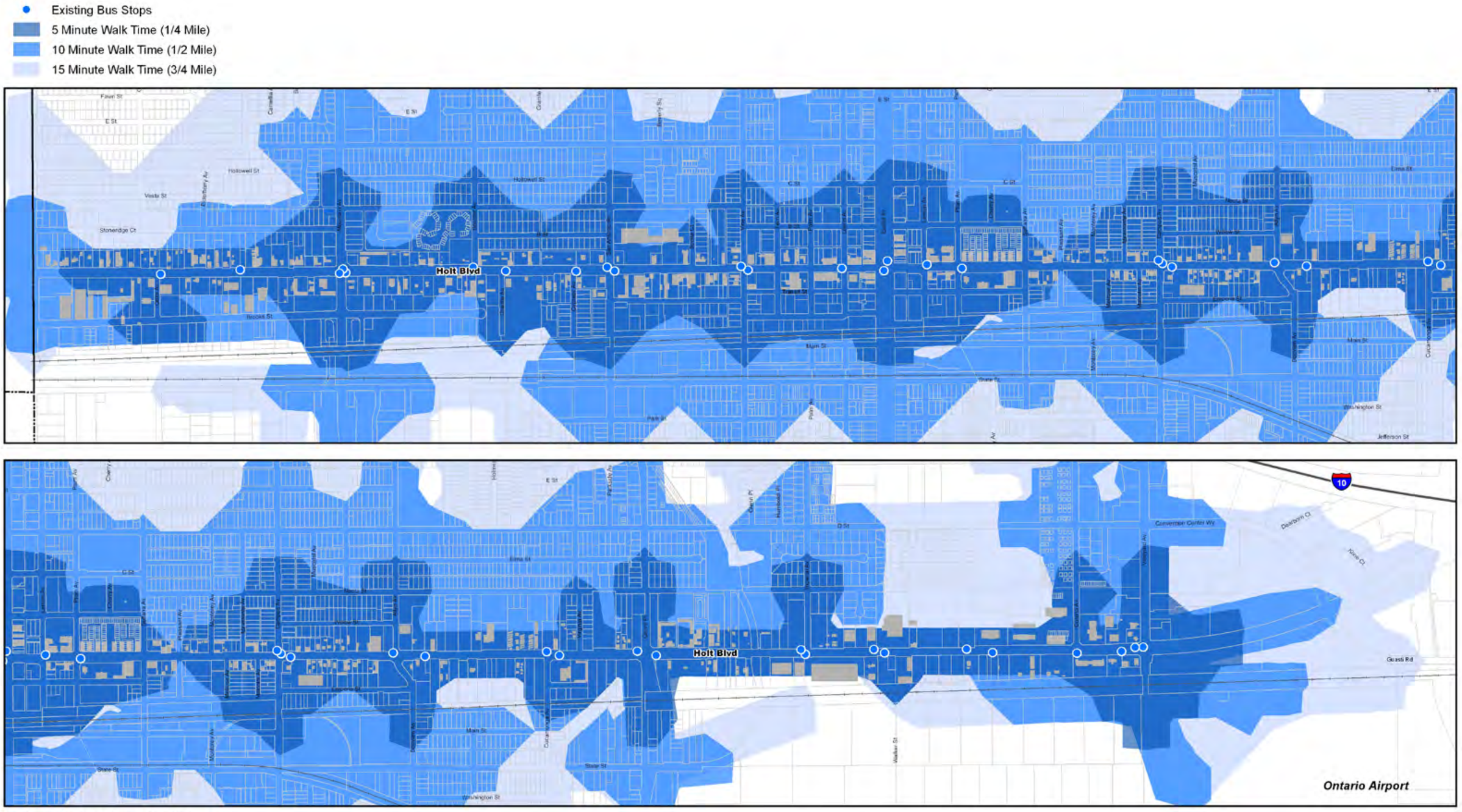
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Peak Transit Boardings and Alightings



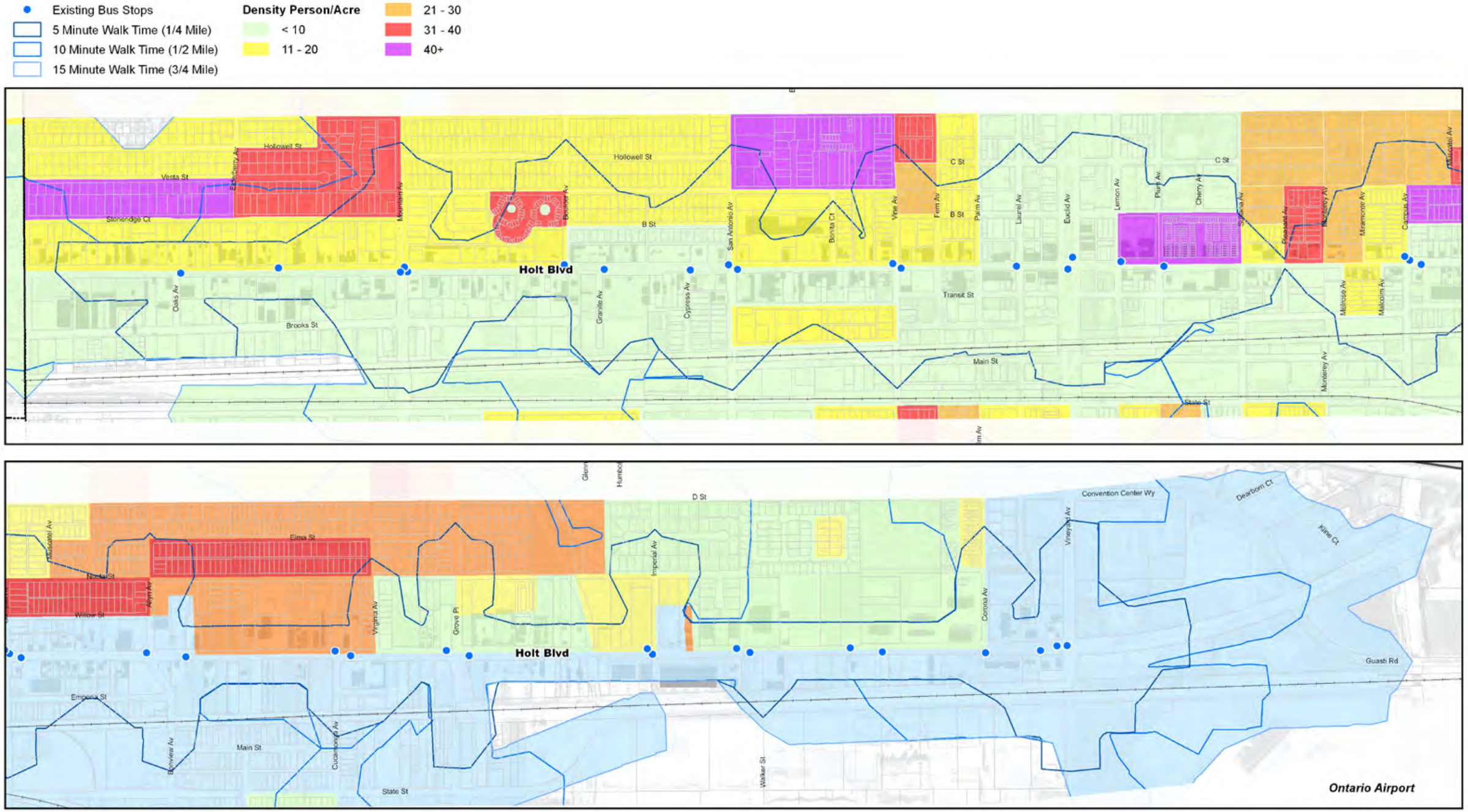
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Walk Times to Existing Standard Bus Routes



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Walk Times Overlaid on Existing Density



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Existing Land Uses

Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 2-1: Proposed Land Use (The Ontario Plan: General Plan)

Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

CHAPTER

THREE

Analysis

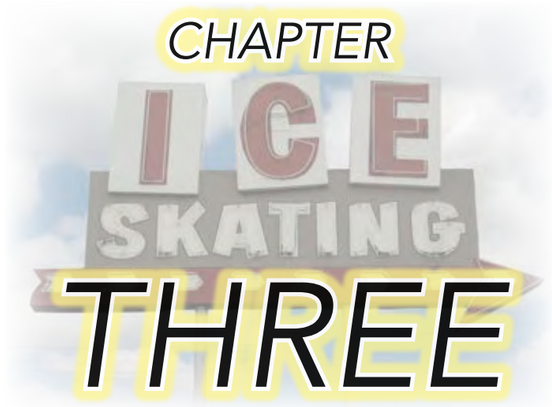
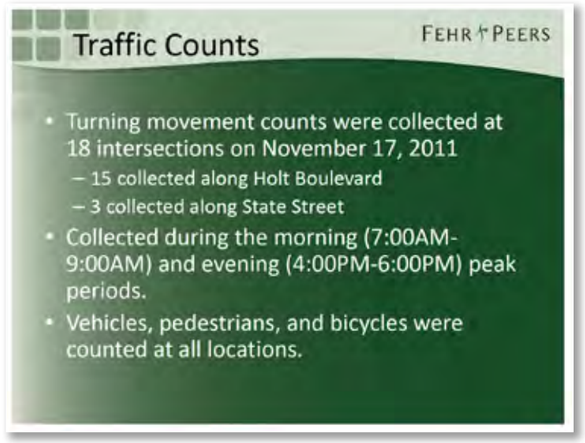
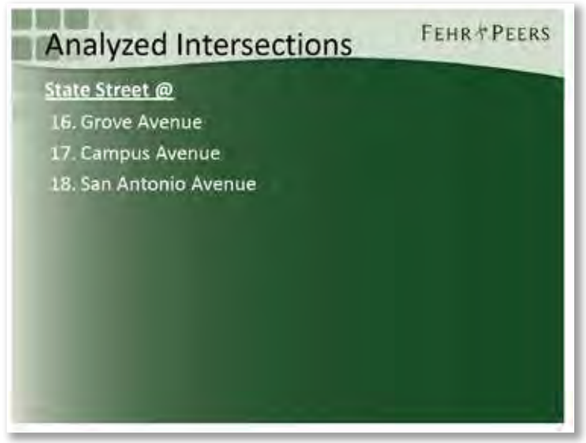


Figure 3-1: Overview and Existing Location of the 18 Intersections Counted





3. ANALYSIS

3.1 Driving Condition Analysis

Fehr & Peers conducted a traffic count and subsequent traffic analysis and multi-modal levels of service for Holt Boulevard in 2011. The traffic counts were conducted starting on Thursday November 17, 2011.

Figure 3-1 indicates the scope of the traffic count as well as the intersections covered. Because of possible re-routing of congestion related traffic flow to State Street to the south, three State Street intersections were counted as well. The location of all of these counts are shown on the bottom half of Figure 3-1.

Figure 3-2 provides an overview of the four major intersections along Holt that have the highest volumes. The diagrams show the turning movements found at these intersections. The charts display not only the vehicular movements, but also the bike and pedestrian counts. The location of the four major intersections are shown on the bottom half of Figure 3-2.

Vehicular speeds range from 40 mph to 50 mph. Conditions along Holt Blvd. vary substantial from east to west. These conditions include non-standard drive approaches, varying widths of right-of-way, narrow sidewalks, absence of street trees (parkways), lack of pedestrian-oriented amenities (bus shelters and/or transit plazas), and limited access to non-vehicular modes, such as bicycle, bus and rail travel.

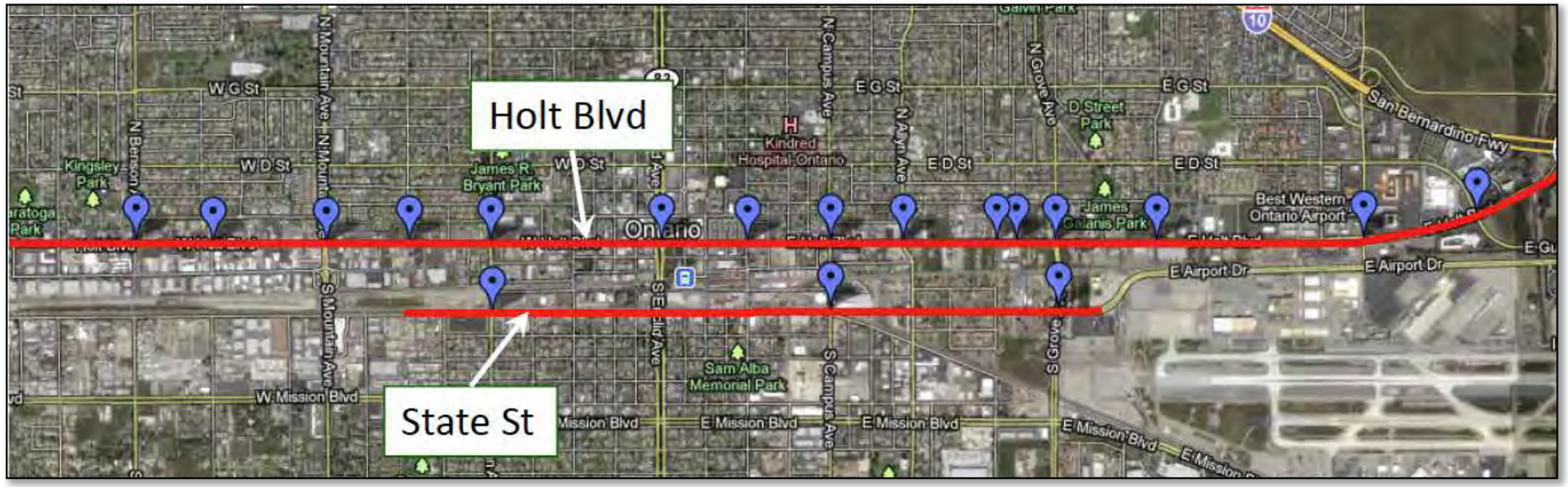
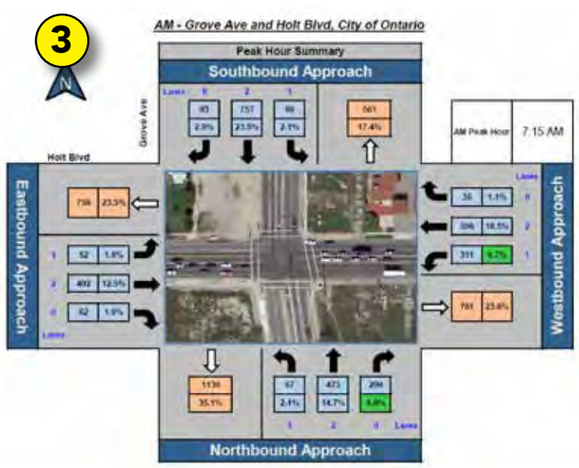


Figure 3-1: Location of the Four Highest Volume Intersections

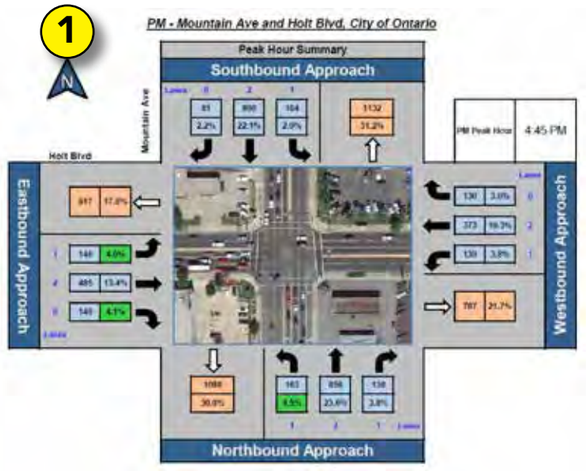
Mountain Avenue, AM Peak

Euclid Avenue AM Peak

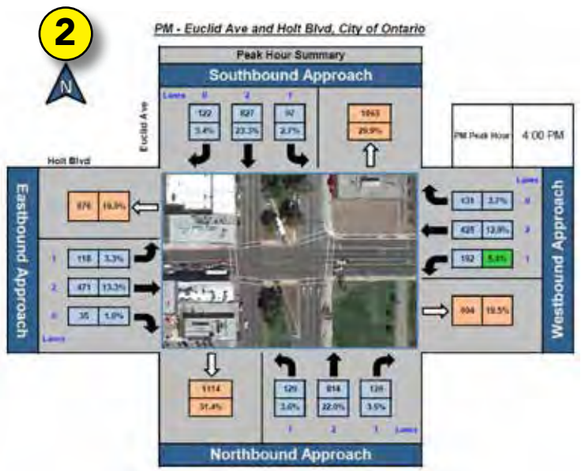


Grove Avenue AM Peak

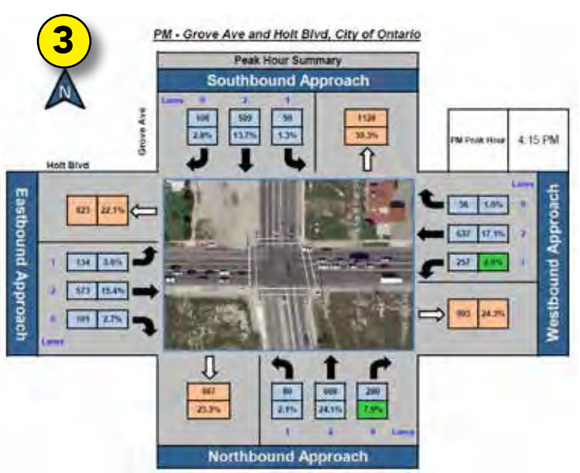
Vineyard Avenue, AM Peak



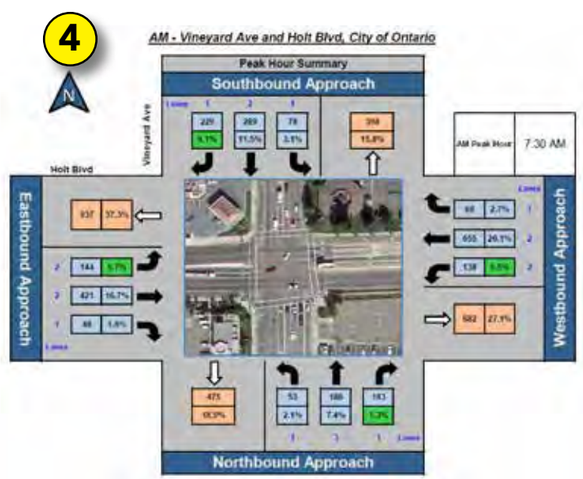
Mountain Avenue, PM Peak



Euclid Avenue PM Peak



Grove Avenue, PM Peak



Vineyard Avenue, PM Peak

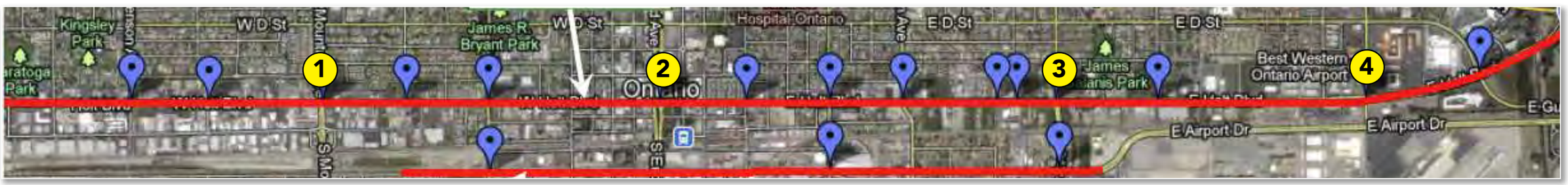
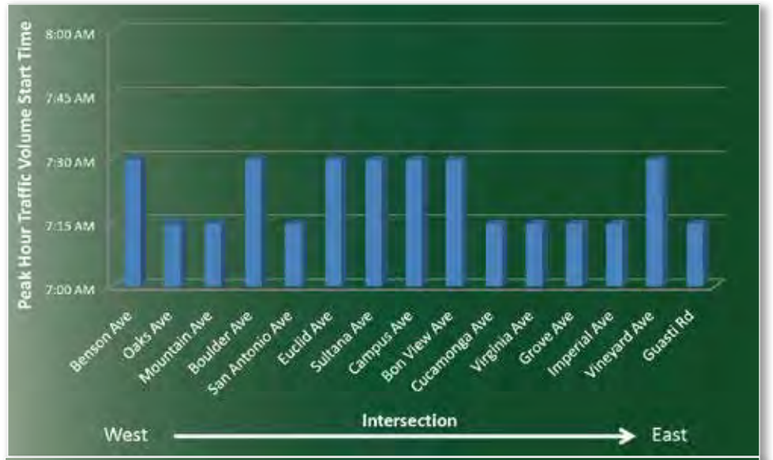


Table 3-1: Vehicular Peak Start Times



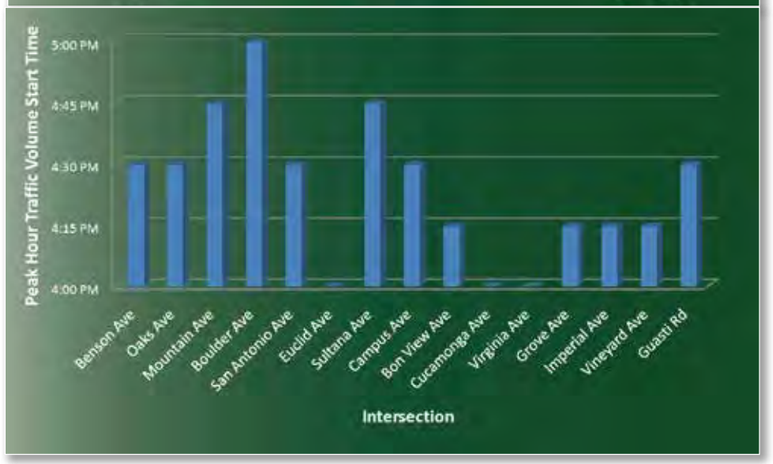


Table 3-1: Peak Volumes for Vehicles for All Intersections

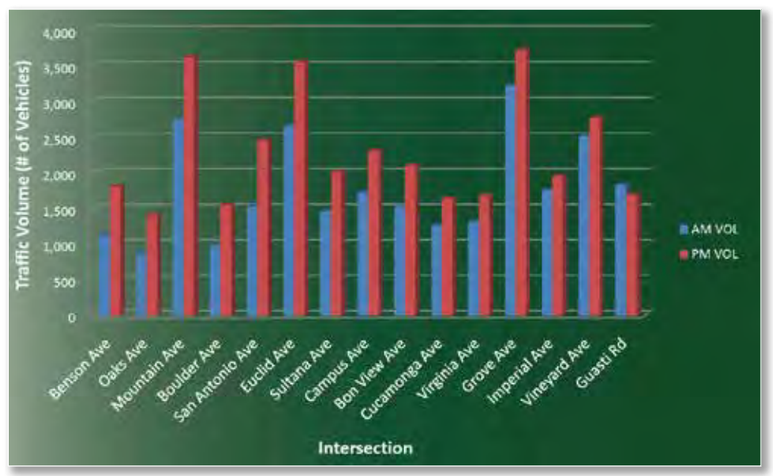
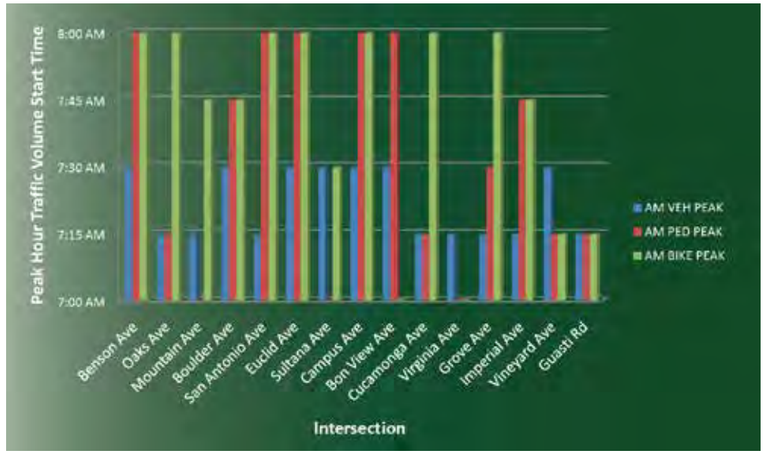
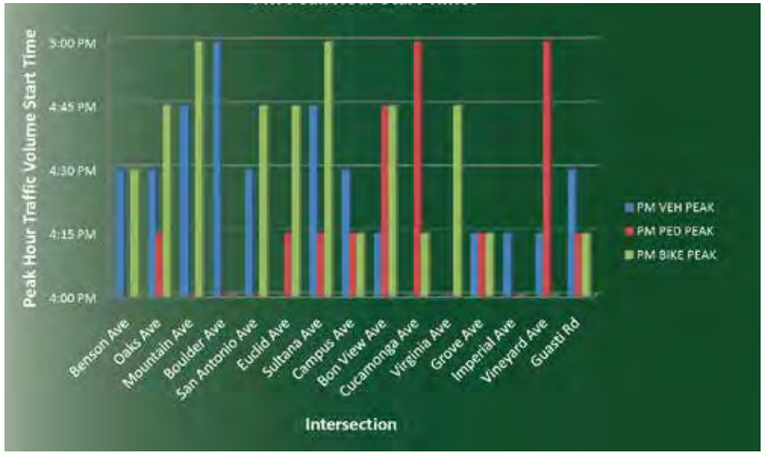


Table 3-1: Peak Start Times for All Modes





3.1.1 Periods of Traffic

Table 3-1 indicates the AM and PM peak start times for vehicular traffic. Table 3-2 shows the peak AM and PM volumes combined. Table 3-3 compares the peak AM and PM start times for all modes. These peak periods are similar to others within the region, although slightly a bit earlier in the afternoon peak. The bike and pedestrian AM peaks are slightly later than the vehicular peaks, indicating a desire to not be on the road at the same time as the vehicular peak or may be due to shorter commute times that allow them to still arrive at their destinations by 8:00 AM. Some of the AM pedestrian peaks seem to be related to transit users and the need for early bus connections, although volumes are spread across the peak period probably because of transit alightings walking to their destinations as opposed to origins starting this late. The PM peak of cyclists is sometimes earlier than vehicular peaks potentially due to the time of year the counts were taken.

3.1.2 Existing Average Daily Traffic Summary

The average daily trips (ADT) along Holt Blvd. goes from 16,200 at the west end and up to 21,199 towards the east end near Imperial Avenue (see Figure 3-3 and Figure 3-4).

3.1.3 Current Levels of Service at Intersections

An analysis of the traffic counts was conducted by Fehr & Peers and the resulting levels of service are shown on Figure 3-5. Most intersections are operating at a very acceptable level of B or C, with only a few higher volume intersections operating at a level of service D at the PM peak periods. These intersections include Mountain, Euclid and Grove. Grove also has some level of congestion in the AM peak period.

3.1.4 Current Levels of Service along Segments

Applying capacity to street geometry has resulted in an evaluation of level of service for roadway segments. No map was provided since all roadway segments function currently at an acceptable level of service.

3.1.5 Future Build Out-Projected ADT

Future ADT along Holt Blvd. will range between 15,000 - 70,000 trips based on the Ontario Plan Build Out Scenario (see Figure 3-6). This scenario projects a much higher level of traffic at the east end of the study area and a low to no increase in traffic at the west end of the study area.

3.1.6 Future Build Out with TDM

Depending on the proposed BRT system, and the implementation of adopted Transportation Demand Management policies, Fehr & Peers projected a lowered vehicular trip generation rate of about 15%. Most of this will depend on future development taking advantage of their location next to the high level of service Bus Rapid Transit System proposed by OmniTrans. This reduction will not happen unless policies are changed into action items and implementation requirements for new major development. The projected volumes of traffic based on TOP Build Out Scenario is shown on Figure 3-7.

3.1.7 Future Preferred Ontario Plan Projected ADT

The projected traffic volumes for the Preferred Land Use Scenario have been shown on Figure 3-8. Note that the west end volumes have grown while the east end volumes have decreased from 70,000 to roughly 60,000 trips.

3.1.8 Adjustments to Projections Assuming BRT / TDM

Using the same 15% reduction of trips based on the BRT and other TDM measures, the reduced volumes have been shown on Figure 3-9.

3.1.9 Vehicular Level of Service for the Preferred Scenario with TDM measures

A roadway segment level of service analysis was conducted by Fehr & Peers using the Preferred Scenario with the assumption that BRT, transit oriented development and other TDM measures would be implemented in the future. The levels of service are shown on Figure 3-10. This level of service has been placed on the existing roadway geometry, lane configurations, and results in an unacceptable level of service for vehicles. This analysis concludes that some changes are therefore necessary for the roadway configurations, and that the TDM measures and the BRT system are needed to improve the LOS for the east end of the corridor.

Table 3-1: All Intersections, Bike Volumes- Peak Hours

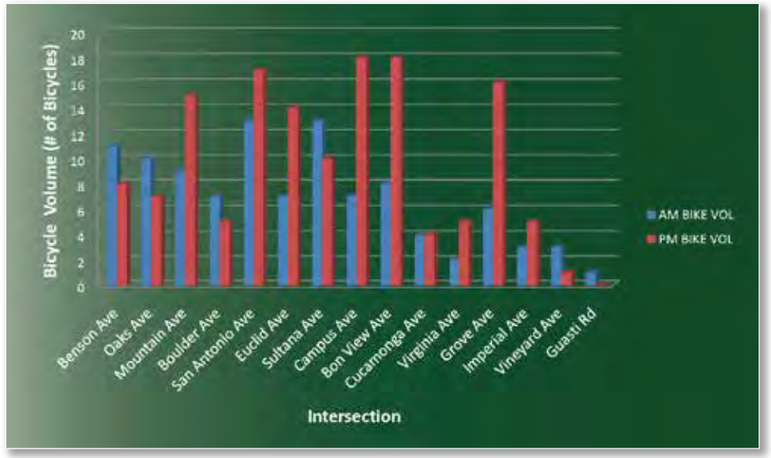


Table 3-1: Summary of Pedestrian and Bike Volume, PM Peak

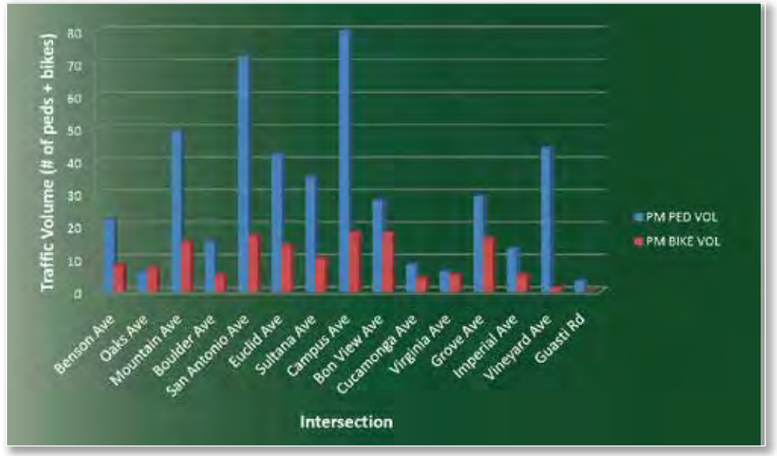


Table 3-1: Vehicular Volumes for Three Intersections on State Street

Table 3-1: Pedestrian and Bike Volume, AM Peak

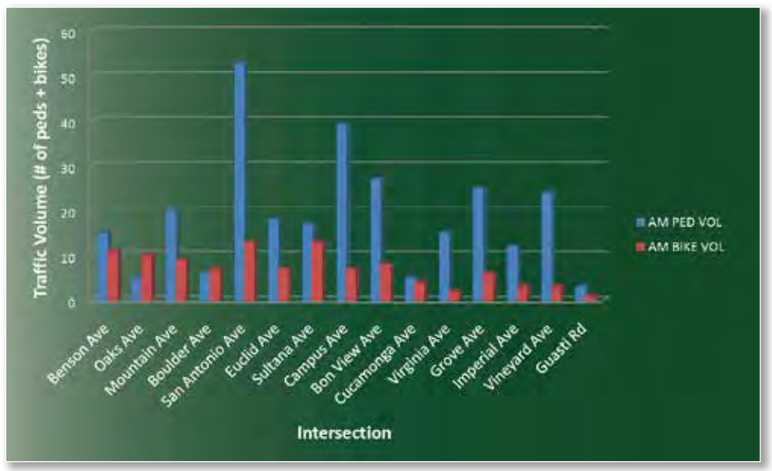


Table 3-1: Peak Pedestrian Volumes

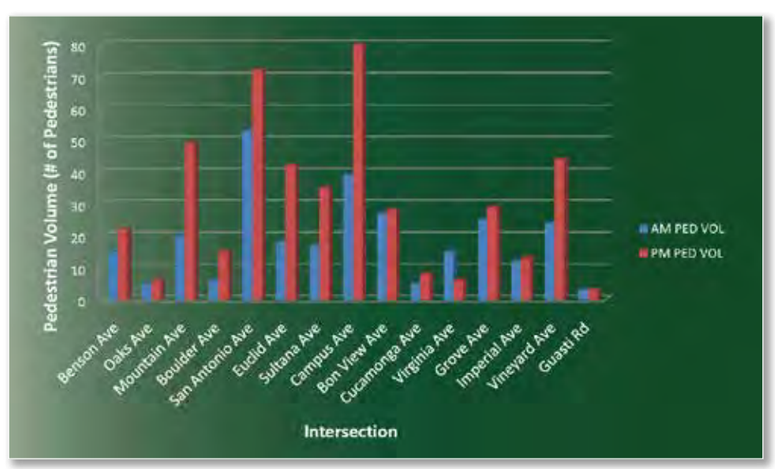
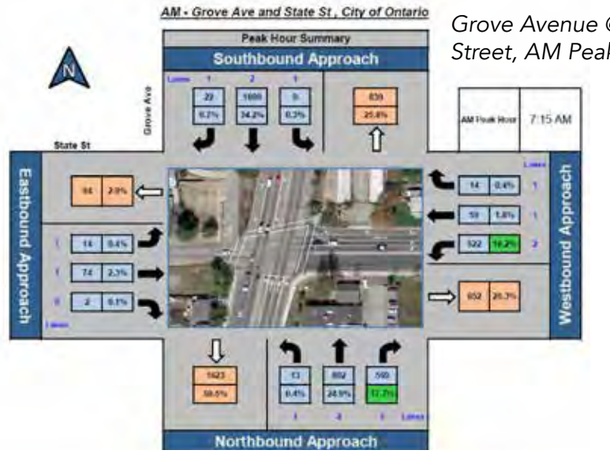
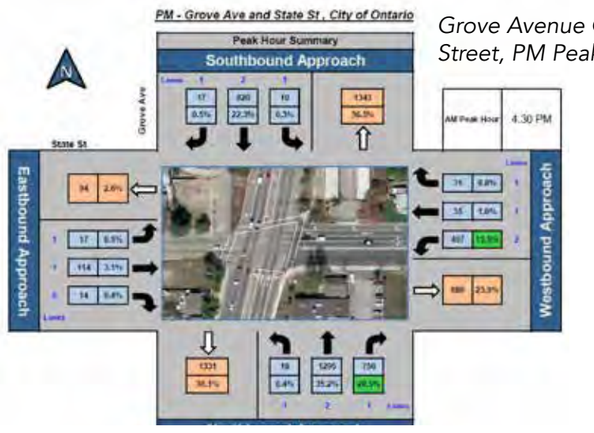


Table 3-1: Traffic Counts for the Highest Volume Intersection on State



Grove Avenue @ State Street, AM Peak



Grove Avenue @ State Street, PM Peak

Figure 3-1: Existing Vehicular Average Daily Traffic

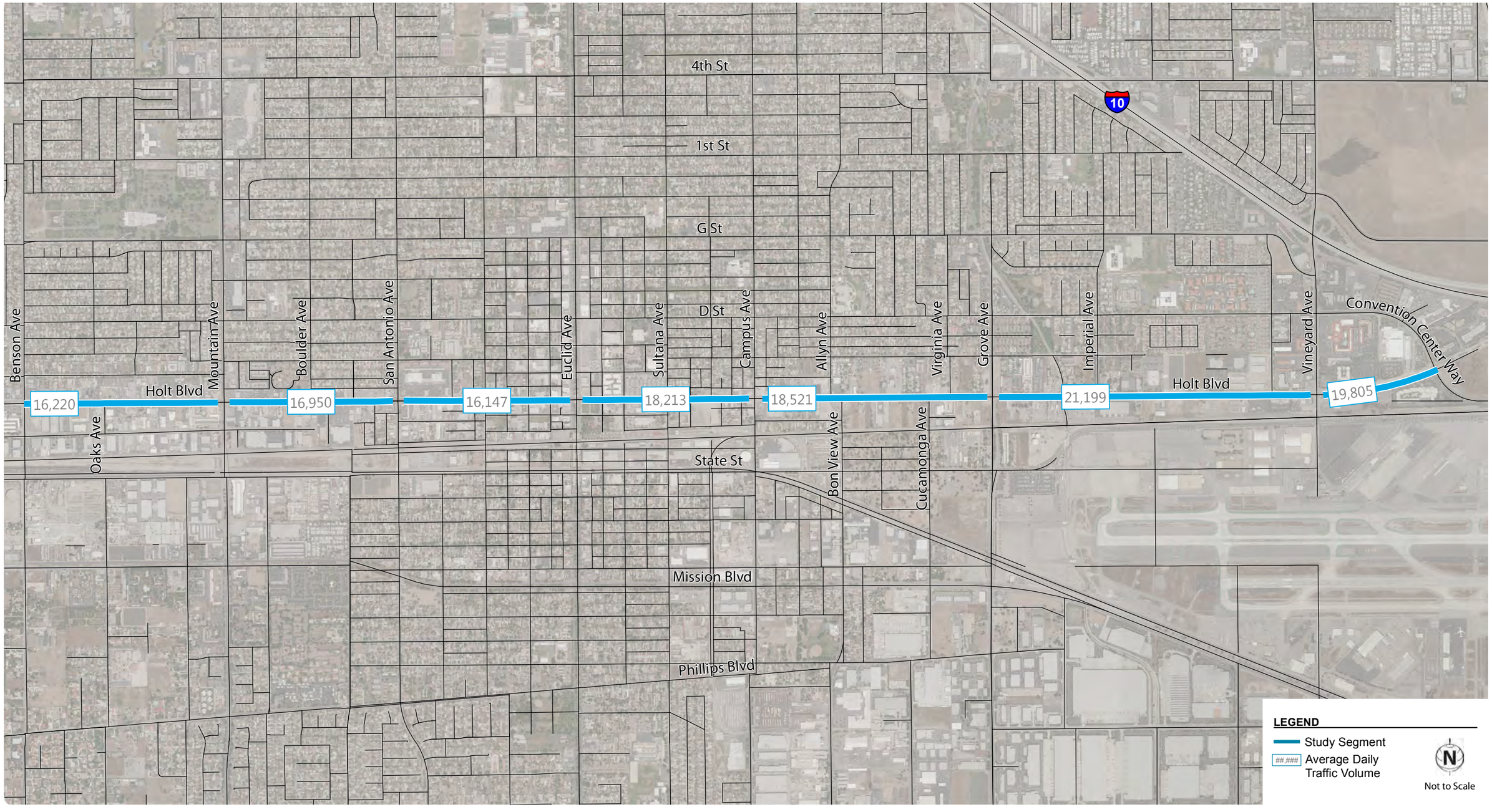
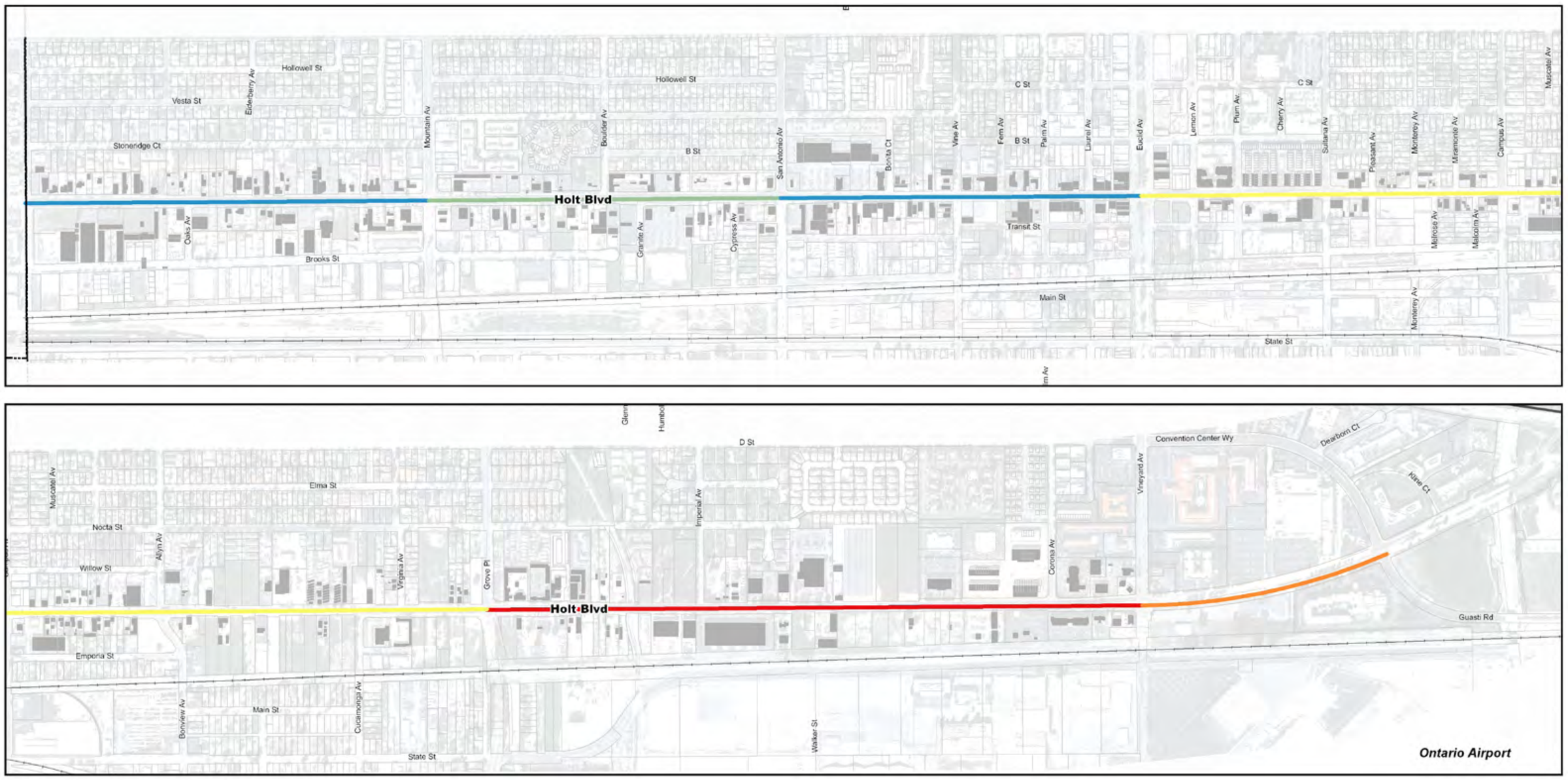
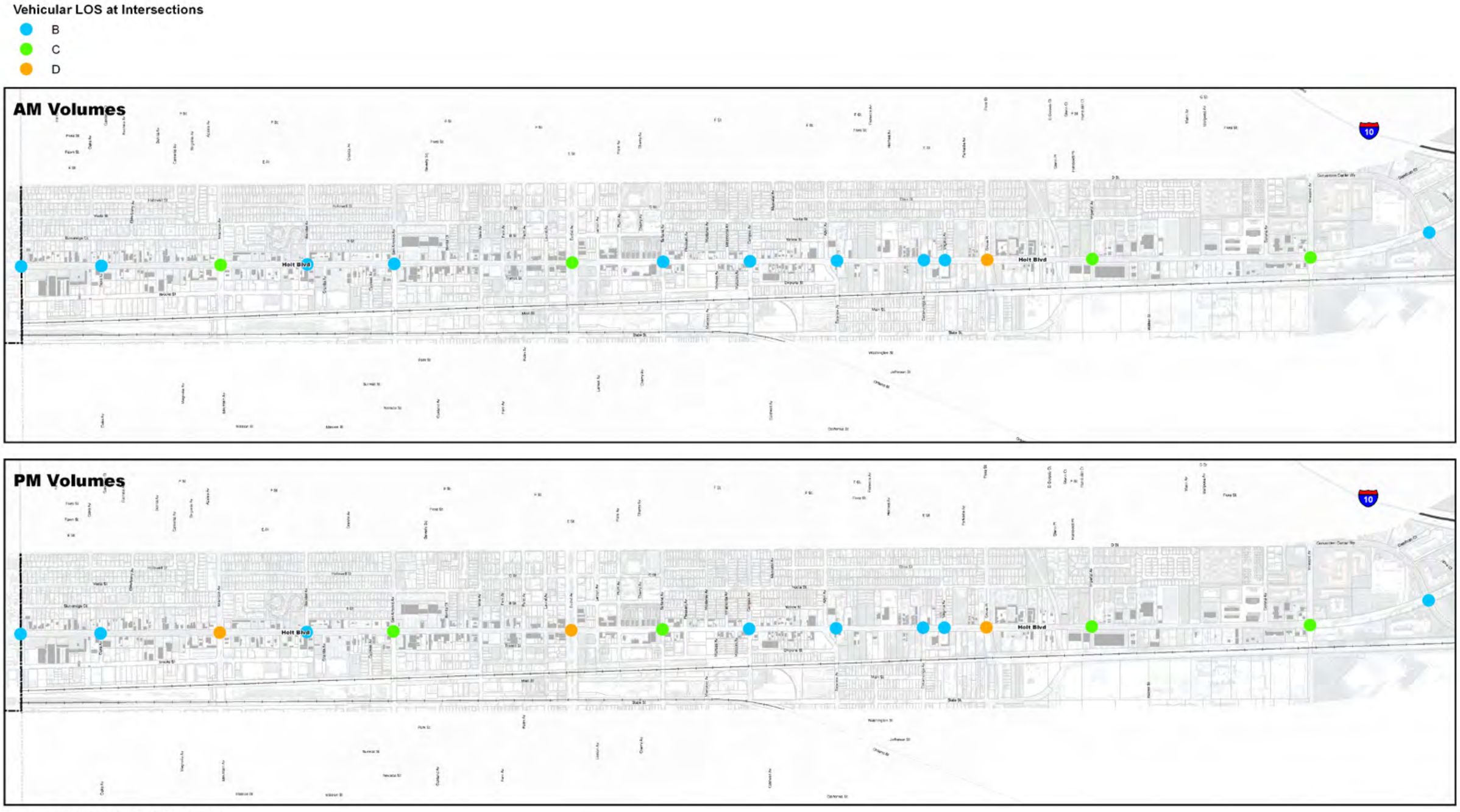


Figure 3-1: Vehicular Volumes Along Roadway Segments



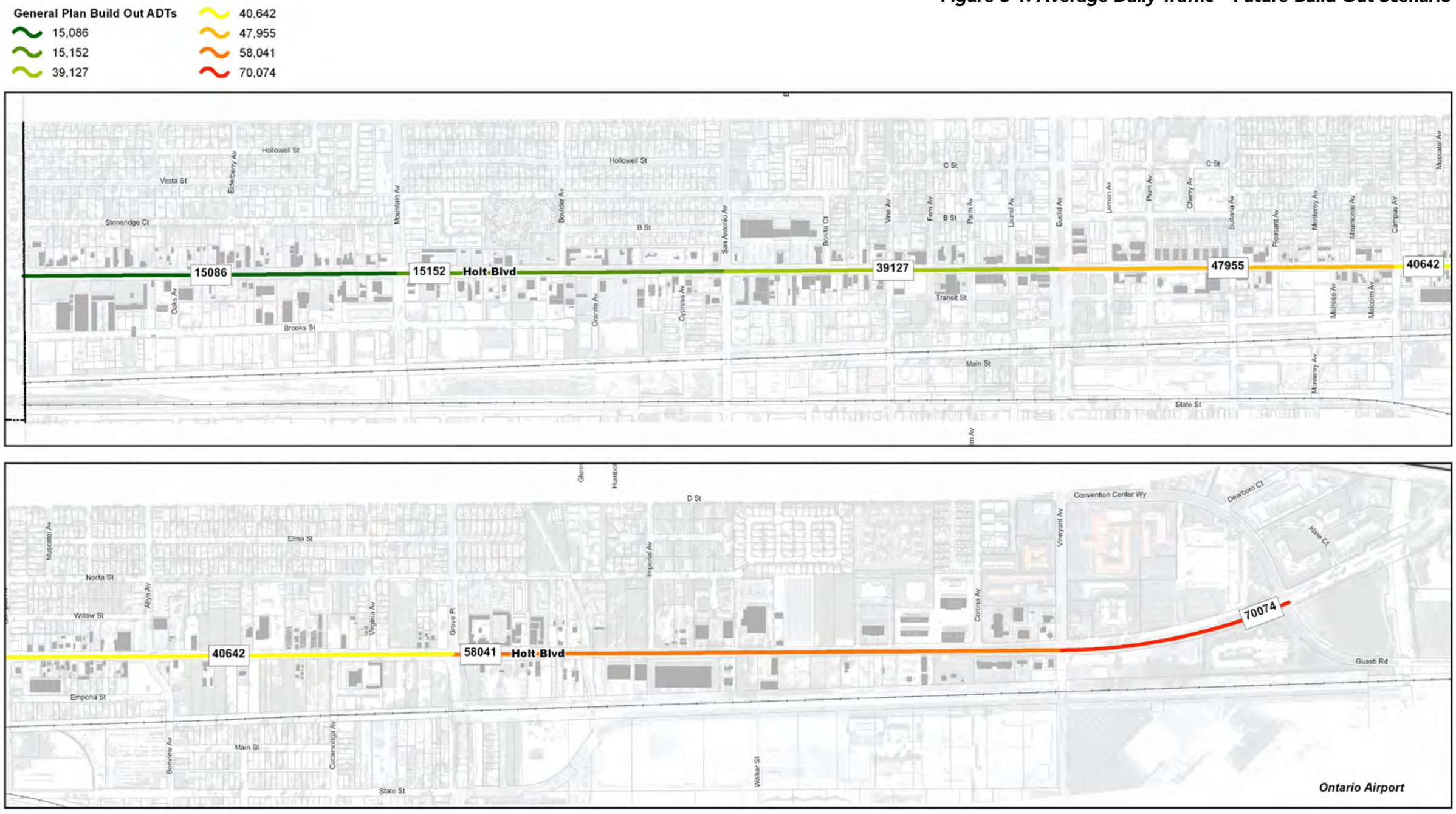
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Vehicular Level of Service at Intersections



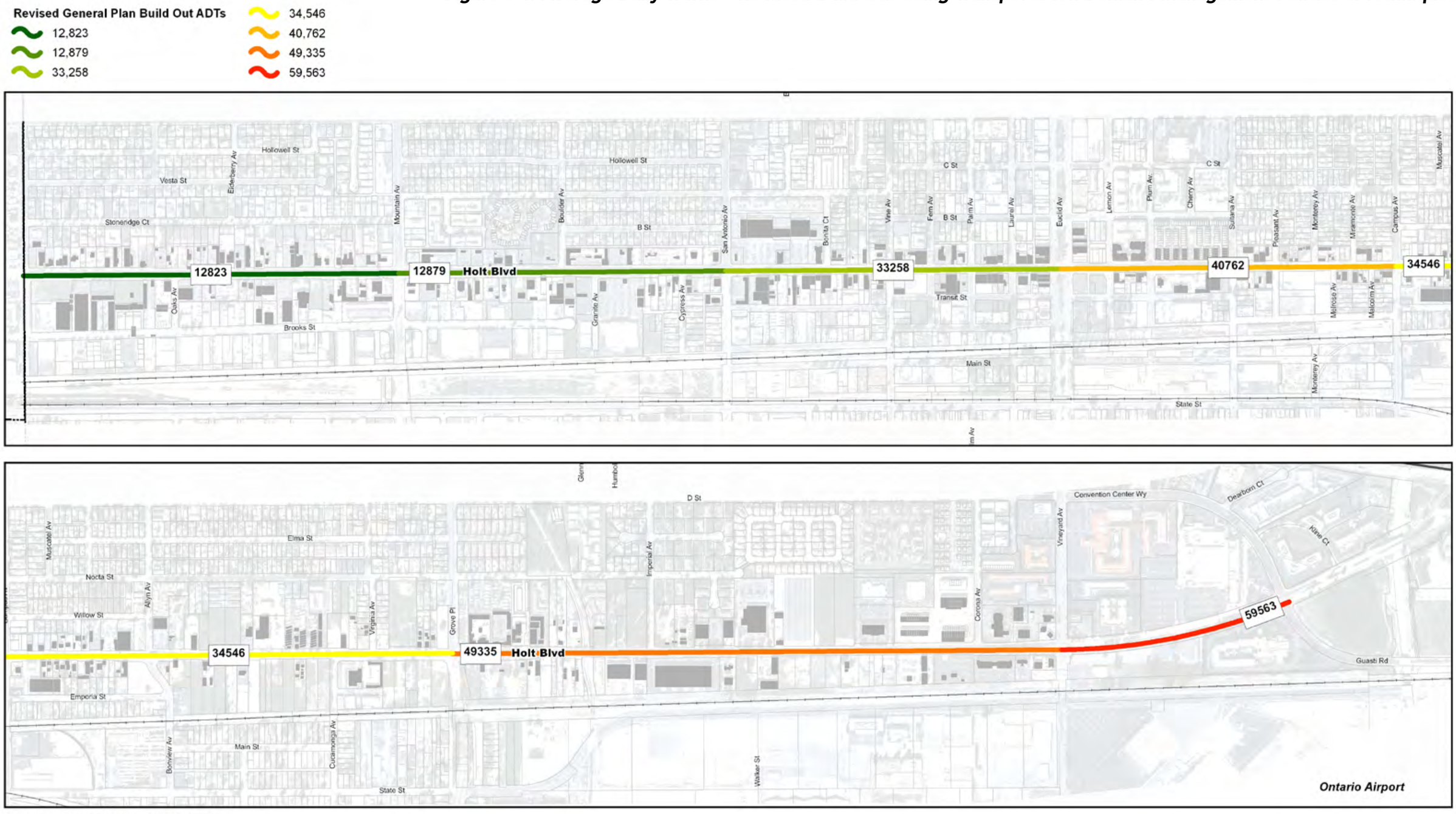
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Average Daily Traffic • Future Build Out Scenario



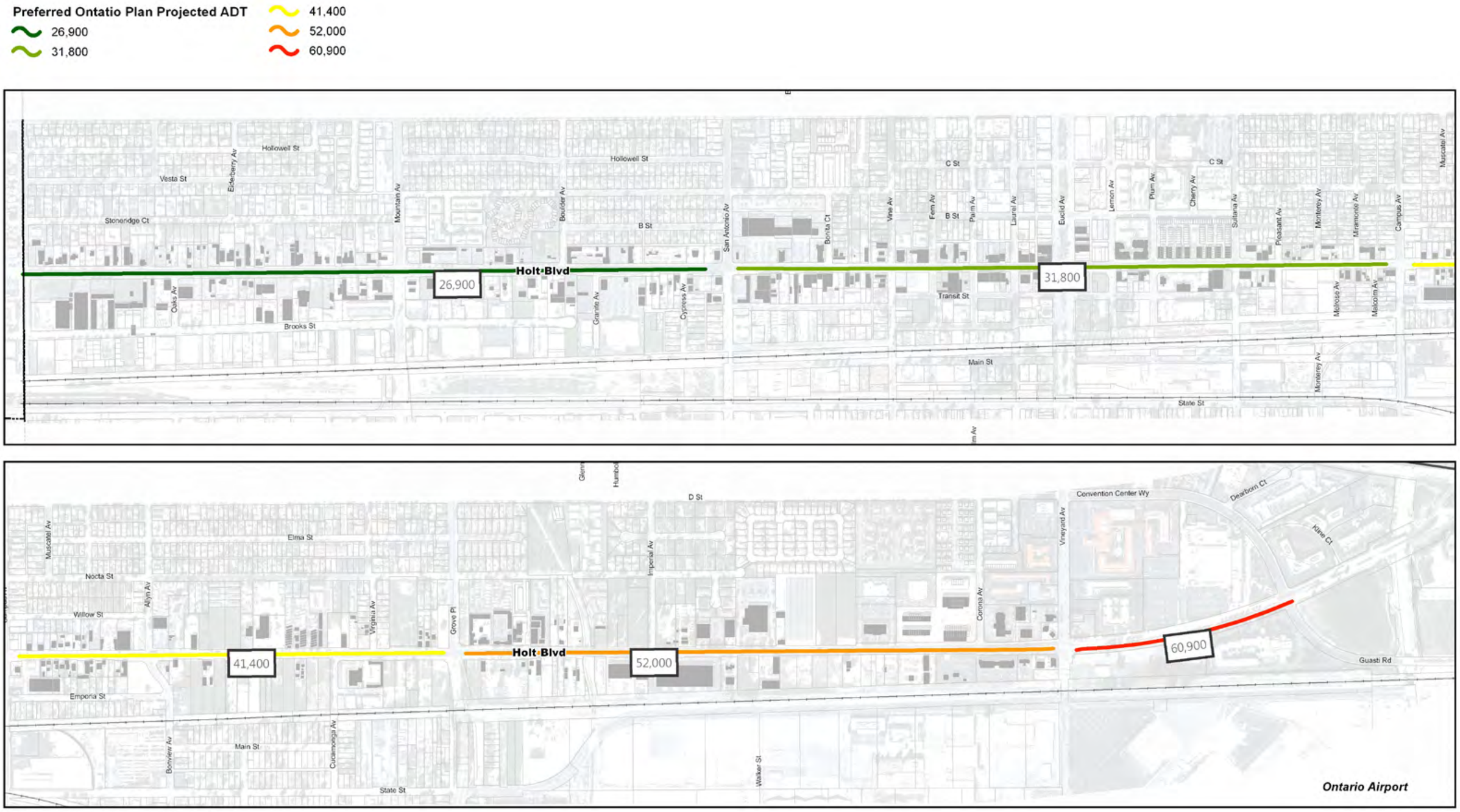
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Average Daily Traffic • Reduced Build Out Using Transportation Demand Management Policies & Techniques



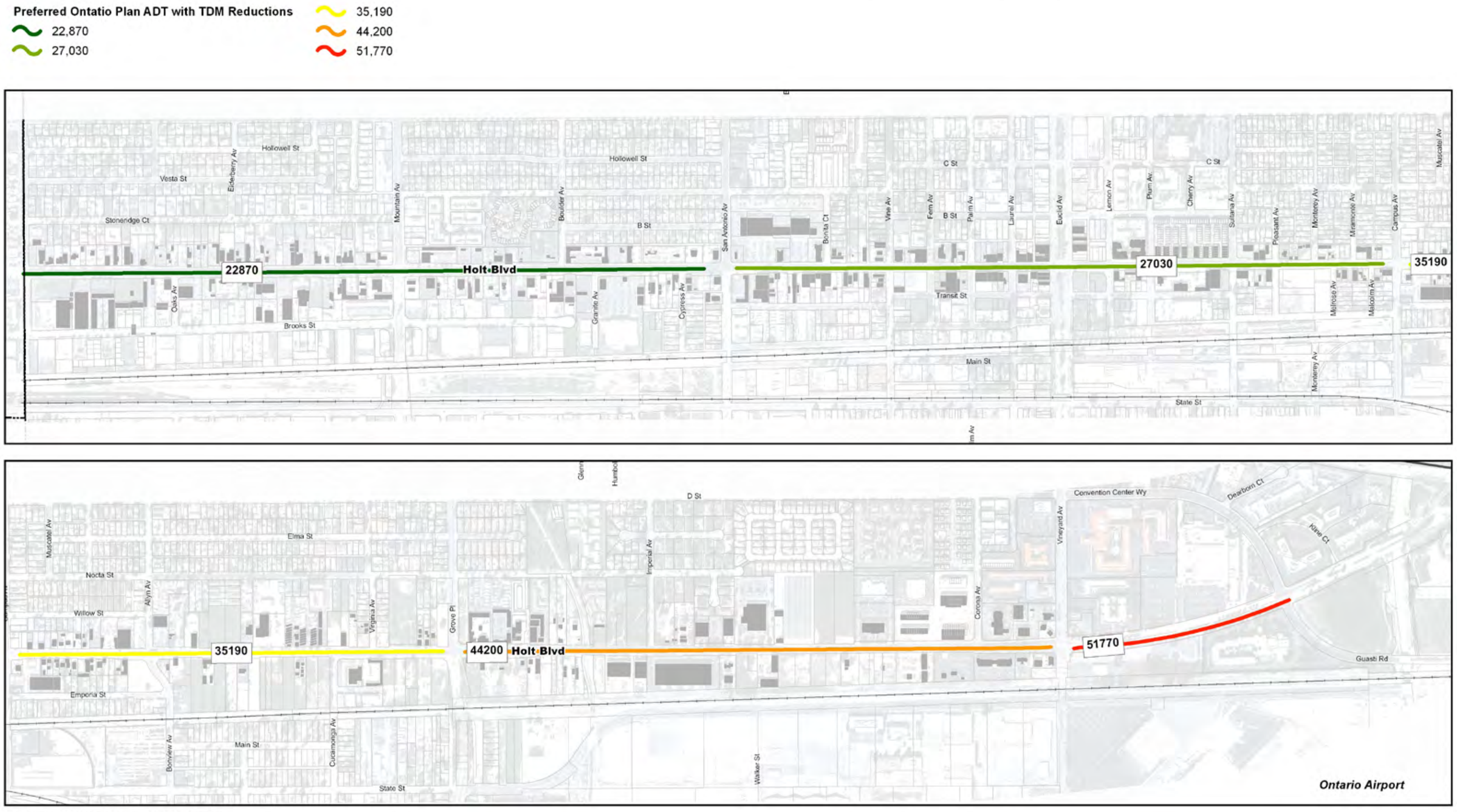
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Average Daily Traffic • Preferred Option from the Ontario General Plan



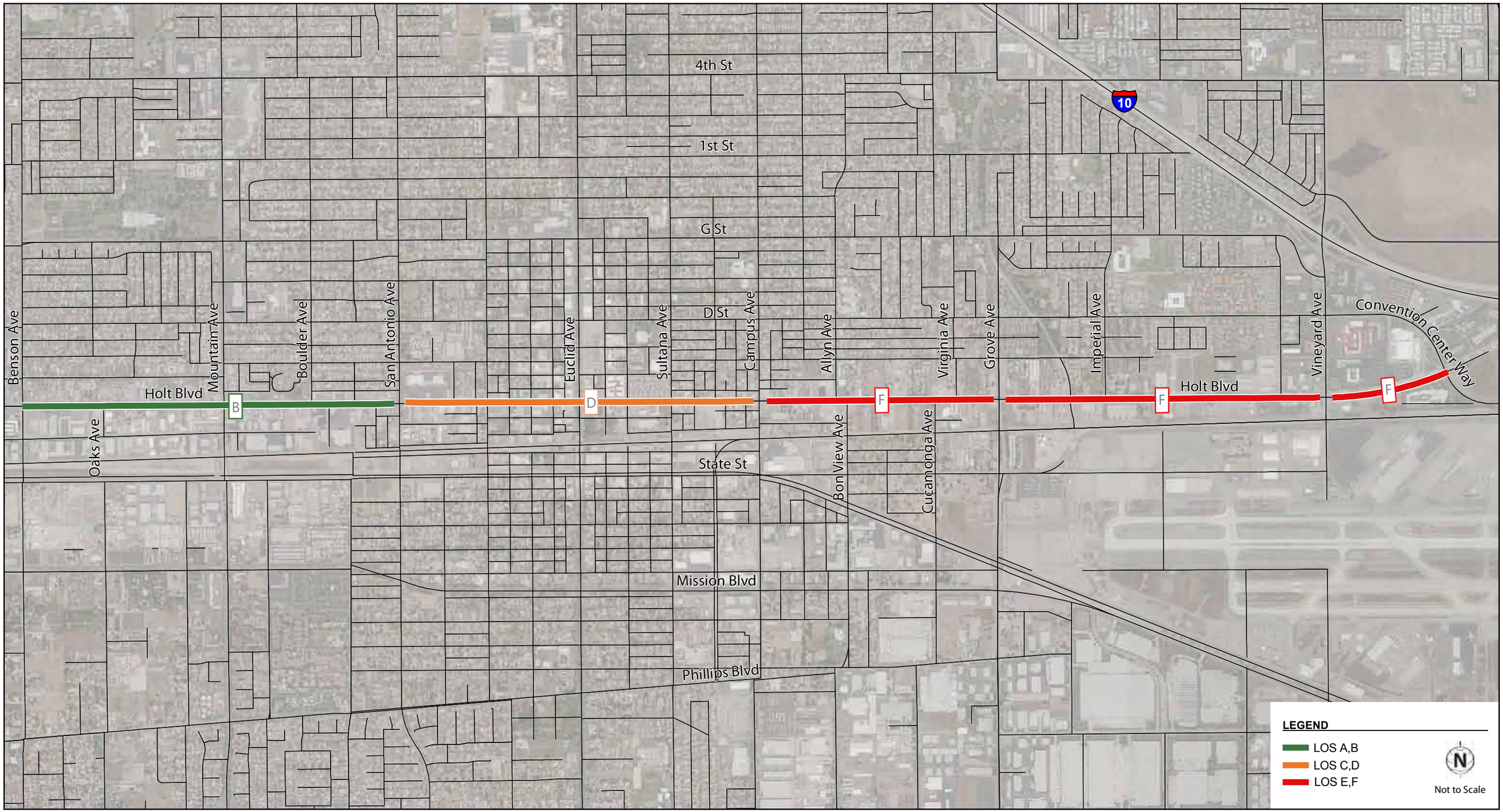
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Average Daily Traffic • Preferred Plan with TDM Reductions



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: General Plan Preferred Scenario • Projected Levels of Service with TDM Measures Included



3.2 Walking Level of Service Analysis

In order to provide a balanced complete street, levels of service need to be analyzed for all modes. Walking levels of service are mostly determined by the walking environment, the amount of traffic next to walking areas and the speed at which this traffic is traveling. Street crossing safety and convenience are also taken into account.

3.2.1 Current Levels of Service Inputs for Walking

Table 3-10 highlights the variable assumptions used to determine level of service for pedestrians.

3.2.2 Current Levels of Service Results for Walking

Refer to Table 3-13 and Figure 3-11 to see the Level of Service for Pedestrians along different segments of Holt Boulevard.

Table 3-1: Methodology for LOS for Pedestrians

From	To	EB Comments	WB Comments	Additional Segment Comments
Benson Ave	Mountain Ave	Vacant lots between Benson and Oak missing sidewalks and are not consistently placed with respect to rest of block, not ADA compliant, has obstructions. Good sidewalk and landscaping from Oak Ave to Mountain Ave. Landscaping obstructs driver/ped view of each other in some areas. Crosswalks at both intersections. On-street parking observed.	Segments of missing sidewalks. Landscape in poor condition. In some areas, width of landscaping can be shortened to provide wider sidewalk. Electrical pole obstructions.	Raised median at Holt/Mountain. Crosswalks and curb ramps present at major ints.
Mountain Ave	San Antonio Ave	Walkway provided into commercial lot. Varying street widths create driver and ped obstructed views of each other. Sidewalk curbs not aligned. Lack of landscaping. No consistency along entire block. Small gaps of sidewalk.	Lighting obstruction. Lack of landscaping. Gaps of sidewalk.	Varying roadway x-section. Crosswalk in SB and EB direction at Granite Ave. Street lighting present. Crosswalks and curb ramps present at ints.
San Antonio Ave	Euclid Ave	Complete sidewalk. Lack of landscaping.	One small gap of sidewalk. Lack of landscaping.	Crosswalks at all major and minor ints., except for in SB direction at Bonita Ct. Varying lane widths. Lighting present.
Euclid Ave	Campus Ave	Complete sidewalk. Lack of landscaping. Varying roadway x-sections. EB crosswalk at every intersection. Long N/S crossing at Plum Ave. Sidewalk gaps on few minor streets leading to Holt.	Complete sidewalk network. Varying widths of sidwalks. Lack of landscaping. Crosswalks at major and minor streets.	Crosswalks at all major and minor ints in E/W direction. Lighting present
Campus Ave	Bon View Ave	Complete sidewalk. No landscaping.	Complete sidewalk. Almost no landscaping.	Lighting present.
Bon View Ave	Grove Ave	No, or gaps of missing sidewalk. No landscaping.	No, or gaps of missing sidewalk. No landscaping.	Lighting could be more evenly spaced. On-street parking.
Grove Ave	Vineyard Ave	Varying widths of sidewalk. Lack of landscaping. No sidewalk on long stretch of vacant land. Obstructions.	WB crosswalk at Corona. Sidewalk gaps at vacant lots, lack of landscaping. Obstructions.	Lighting present. Raised median at Vineyard.

Table 3-1: Methodology for LOS for Transit

	From	To	EB	WB	EB Comments	EB Stops	WB Comments	WB Stops	Total Stops
1	Benson Ave	Mountain Ave	E	D	Route 61, Signs present, No bench or shelter - just pavement over the grass for wheelchair access, tiny trees with no shade, stop is used by less than 1,500 people a year, No separate ROW, Allows for connectivity to Routes 80 & 63 one stop away, 15 min Headways, adjacent to a bunch of run down auto repair places, dealerships, vacant lots and high density residential, probably pretty sketchy at night,	1	Route 61, Signs present, A bench but no shelter - pavement over the grass for wheelchair access, bench in immediate sidewalk path, no trees or shade, stop is used by less than 1,500 people a year, No separate ROW, Allows for connectivity to Route 68 1.7 miles away, 15 min Headways, adjacent to a bunch of run down auto repair places, dealerships, vacant lots and high density residential, probably pretty sketchy at night	1	2
2	Mountain Ave	San Antonio Ave	E	C	Routes 61 (15 min Headway), 63 (60 min Headway) & 80 (60 min Headway), No separate ROW, near businesses, dealerships, auto repair, grocery store, and some restaurants, less sketchy near restaurants but scary at night: from west to east: first stop has a bench with trashcan, signage, aside from sidewalk on all black pavement, no trees or shade, serving all 3 routes and btwn 1,500-5,000 people per year, second stop with a sign only, no bench or shelter, in middle of sidewalk path, has a trashcan, little trees and no shade, serving routes 63 & 80 and less than 1,500 people per year, last stop is called out by google and pdf but street view does not show signage or bench, would serve route 61 and supposedly btwn 1,500-5,000 people per year, near a liquor store.	3	Routes 61 (15 min Headway), 63 (60 min Headway) & 80 (60 min Headway), near businesses, dealerships, auto repair, grocery store, and some restaurants, less sketchy near restaurants but scary at night: from east to west: First stop is a sheltered bench with signage, trashcan & additional shade from trees, separate ROW, serving all 3 routes and btwn 1,500-5,000 people per year, adjacent to Burger King which makes it slightly safer since a constant stream of cars will use the drive through, the second stop is a sign only on the black pavement not in the sidewalk path, No separate ROW, serving all 3 routes but less than 1,500 people per year, last stop is a sheltered bench with adequate sidewalk & trashcan, no trees, No ROW, serving all 3 routes to btwn 1,500-5,000 people per year.	3	6
3	San Antonio Ave	Euclid Ave	D	E	Routes 61 (15 min Headway), 63 (60 min Headway) & 80 (60 min Headway), street land use includes high to low density residential, business park, mixed use, shopping centers and auto stores, from west to east: first stop is a sheltered bench with some trees, shade and trashcan, adaquate room on the sidewalk, serving all 3 routes and btwn 5K-10K people per year, additional dedicated ROW, at the corner of a motel, second stop is a sign only adjacent to a run down parking lot, google image shows run down/broken fence, across from church, no additional ROW, trees or shade, serving all 3 routes and btwn 5K-10K people per year, final stop is a sign only on a wide sidewalk, no trees, shade or additional ROW, not shown on PDF, serving all 3 routes to unkown amount of people	3	Routes 61 (15 min Headway), 63 (60 min Headway) & 80 (60 min Headway), sign only, no bench, ROW, trees or shade, adjacent land uses include auto repair shops, a computer shop, a church, and the run down parking lot, serves all 3 routes and btwn 1.5K-5K people per year.	1	4
4	Euclid Ave	Campus Ave	D	C	Routes 61 (15 min Headway), 63 (60 min Headway) & 80 (60 min Headway), Adjacent land use includes some nicer condos, an open park (drug deals? You tell me…) vacant lots, more auto stores, the AMTRAK STATION, mixed use and low density residential, only stop has 2 benches with little shade, room in the sidewalk, in a right turn only lane, serving all 3 routes and over 10K people per day, nicer landscaping in a nicer shopping center by the nice condos - looks and feels safer than most of the corridor, can connect to Amtrak from this stop, serves all 3 routes and over 10K people per year	1	Routes 61 (15 min Headway), 63 (60 min Headway) & 80 (60 min Headway), 81 (60 min Headways) Adjacent land use includes some nicer condos, an open park (drug deals? You tell me…) vacant lots, more auto stores, the AMTRAK STATION, mixed use and low density residential, only stop has sheltered benches, near palm trees with little shade, extra room for bus but not dedicated ROW, adaquate sidewalk space, trashcan, in front of some nice condos and park, access to Amtrak station, serves all 4 routes and over 10K people per year.	1	2
5	Campus Ave	Bon View Ave	D	C	Routes 61 (15 min Headway), 63 (60 min Headway) & 80 (60 min Headway), Adjacent land uses include auto repair places, low to medium density residential, some restaurants, supermarket, and some vacant space, no ROW, only stop is in front of supermarket, one bench, trees with shade, tight sidewalk space due to meters, trashcans, signs and newspaper vending box, serving all 3 routes and btwn 5K-10K people per year.	1	Routes 61 (15 min Headway) 63 (60 min Headway) & 80 (60 min Headway), Adjacent land uses include auto repair places, low to medium density residential, some restaurants, supermarket, and some vacant space, no ROW, from east to west: Frist stop is a sheltered bench with no trees in front of a self storage/uhaul place, across the street is a vacant lot and a barber, adaquate sidewalk space, serves routes 61 & 80 for btwn 1.5K-5K people per year, second stop is a sheltered bench with no trees or shade adjacent to a vacant parcel, across the street from a Church's Chicken, serves all 3 routes and btwn 5K-10K per year.	2	3
6	Bon View Ave	Gove Ave	E	E	Routes 61 (15 min Headway), & 80 (60 min Headway), adjacent land uses include low-medium residential, vacant space (half of the parcels are empty), auto parts stores, super market, & business park, No ROW, from west to east: first stop is a sign only in front of a dealership with minimal shade, sharing the sidewalk, serving both routes and btwn 5K-10K people a year, the second stop has 2 benches and a trashcan with a cut out in the sidewalk providing more room, some trees for shade, outside a public building and across from a church, serves both routes and btwn 1.5K-5K people a year.	2	Routes 61 (15 min Headway), & 80 (60 min Headway), adjacent land uses include low-medium residential, vacant space (half of the parcels are empty), auto parts stores, super market, & business park, No ROW, from east to west: first stop is a sign only adjacent to a vacant parcel with no sidewalk, trees or shade, nothing really around the stop besides some houses and open space, serves both routes and btwn 1.5K-5K people a year, second stop is separated from the sidewalk with a bench and trashcan under 2 palm trees providing shade, serves both routes and btwn 1.5K-5K people a year.	2	4
7	Gove Ave	Vineyard Ave	E	C	Routes 61 (15 min Headway), & 80 (60 min Headway), adjacent land uses include low-medium residential, hotels, future condos, business park, vacant space, automotive, post office & other gov buildings, from west to east: first stop is a sign only with no bench, shade, ROW, or additional sidewalk, and is adjacent to a vacant lot, serves both routes and 1.5K-5K people a year, the second stop is a sign only with extra sidewalk for boarding and waiting, no shade, bench or ROW, near the business park, serves both routes and btwn 1.5K-5K people a year, third stop is only a block east and is only a sign in the ground with no sidewalk, bench, shade, or ROW, has a trash can, adjacent to a vacant parcel and across from the post office, serves both routes and less than 1.5K people a yar, fourth stop is another block east and is a bench with a trashcan, no shade, ROW or sidewalk, serving route 61 and serves btwn 1.5K-5K people per year, Fith supposed stop is another block east and would only serve route 80, listed on google and PDF but could not find a sign or bench, Sixth stop is a sign only with additional sidewalk and trash can, closest to the airport and one of the nicer areas of the corridor, light shade, serving route 61 and btwn 5K-10K people a year.	6	Routes 61 (15 min Headway), & 80 (60 min Headway), adjacent land uses include low-medium residential, hotels, future condos, business park, vacant space, automotive, post office & other gov buildings, from east to west: First stop is a sheltered bench in the shade with a large addition of sidewalk with additional ROW and a trashcan, near a nicer shopping center/business park, serves both routes and btwn 5K-10K people per year, the second stop is a bench near a tree for shade in an additional sidewalk cutout, no ROW, near post office, gov buildings, and vacant lot, serves both routes and btwn 1.5K-5K people a year, third stop is a bench in a sidewalk cutout near a tree for shade,with no ROW, directly in front of the post office, serving both routes and btwn 1.5K-5K people a year, fourth stop is a bench only in the middle of the sidewalk that ends at the stop, has a tree for shade, no ROW, adjacent to a vacant lot and across from some large automotive places, serves both routes and 1.5K-5K people a year.	4	10
8	Vineyard Ave	Guasti	F	F					

From	To	EB Comments	WB Comments	Additional Segment Comments
Benson Ave	Mountain Ave	16' slow lane, can accommodate 5' bike lane. On-street parking observed.	17' slow lane, can accommodate 6' bike lane. On-street parking observed.	No bike racks visible. Good pavement conditions. Speed limit is 50 mph.
Mountain Ave	San Antonio Ave	Slow lane width varies from 12-30'. Curbs are not aligned.	17' slow lane can accommodate 6' bike lane.	No bike racks visible. Good pavement conditions. Speed limit is 50 mph. Varying roadway x-section.
San Antonio Ave	Euclid Ave	Approx. 18' slow lane, can accommodate bike lane.	Approx. 18' slow lane, can accommodate bike lane.	Varying lane widths
Euclid Ave	Campus Ave	Varyin street width. Can accommodate bike lane between Sultana Ave and Campus Ave.	Approx. 17' slow lane can accommodate bike	No bike racks visible. Good pavement conditions.
Campus Ave	Bon View Ave	Approx. 20' slow lane, can accommodate bike lane.	Approx. 20' slow lane, can accommodate bike lane.	40 mph. No bike racks visible. Good pavement conditions.
Bon View Ave	Gove Ave	Approx. 17' slow lane, can accommodate bike lane.	Approx. 17' slow lane, can accommodate bike lane.	No bike racks visible. Good pavement conditions.
Gove Ave	Vineyard Ave	Approx. 20' slow lane, can accommodate bike lane.	Approx. 20' slow lane, can accommodate bike lane.	No bike racks visible. Good pavement conditions.

Table 3-1: Methodology for LOS for Bikes

3.3 Cycling Level of Service Analysis

The range of cyclists and their capability is very broad. For this level of analysis, adjacent lane volumes, speeds, and geometry of the lane are taken into account.

3.3.1 Current Levels of Service Inputs for Cycling

Table 3-11 highlights the variable assumptions used to determine level of service for cyclists.

3.3.2 Current Levels of Service for Cycling

Refer to Table 3-13 and Figure 3-12 to see the Level of Service for Pedestrians along different segments of Holt Boulevard.

3.3.3 Proposed Bike Facilities in the Study Area

The Ontario Plan has indicated a number of proposed bike facilities to be constructed in Ontario. None of these facilities are proposed for Holt Boulevard although two do cross over the boulevard.

3.3.4 Potential Additional Bike Facilities in Study Area

Figure 3-14 shows the surrounding programmed bike facilities along with other bike facilities suggested for consideration as a result of this planning effort. These are not yet recommendations for the plan (see the recommendations chapter), but are listed here to determine connectivity requirements and options.

3.3.5 Ride Time Analysis of the Center of the Study Area

GIS was used to determine the typical distance that an average cyclist should be able to reach given the current street network. Figure 3-15 shows a 15-minute ride time from the center of the study area at Holt and Euclid. These ride times have been overlaid on top of population densities and existing land uses.

3.4 Transit Level of Service Analysis

Level of service analysis for transit users includes the transit services offered, the level of congestion affecting the transit operations and a number of convenience, safety and amenities being offered. This analysis is based on current conditions only.

3.4.1 Current Levels of Service Inputs for Transit

Table 3-12 highlights the variable assumptions used to determine level of service for transit users.

3.4.2 Current Levels of Service for Transit

Refer to Table 3-13 and Figure 3-16 to see the Level of Service for transit users along different segments of Holt Boulevard.

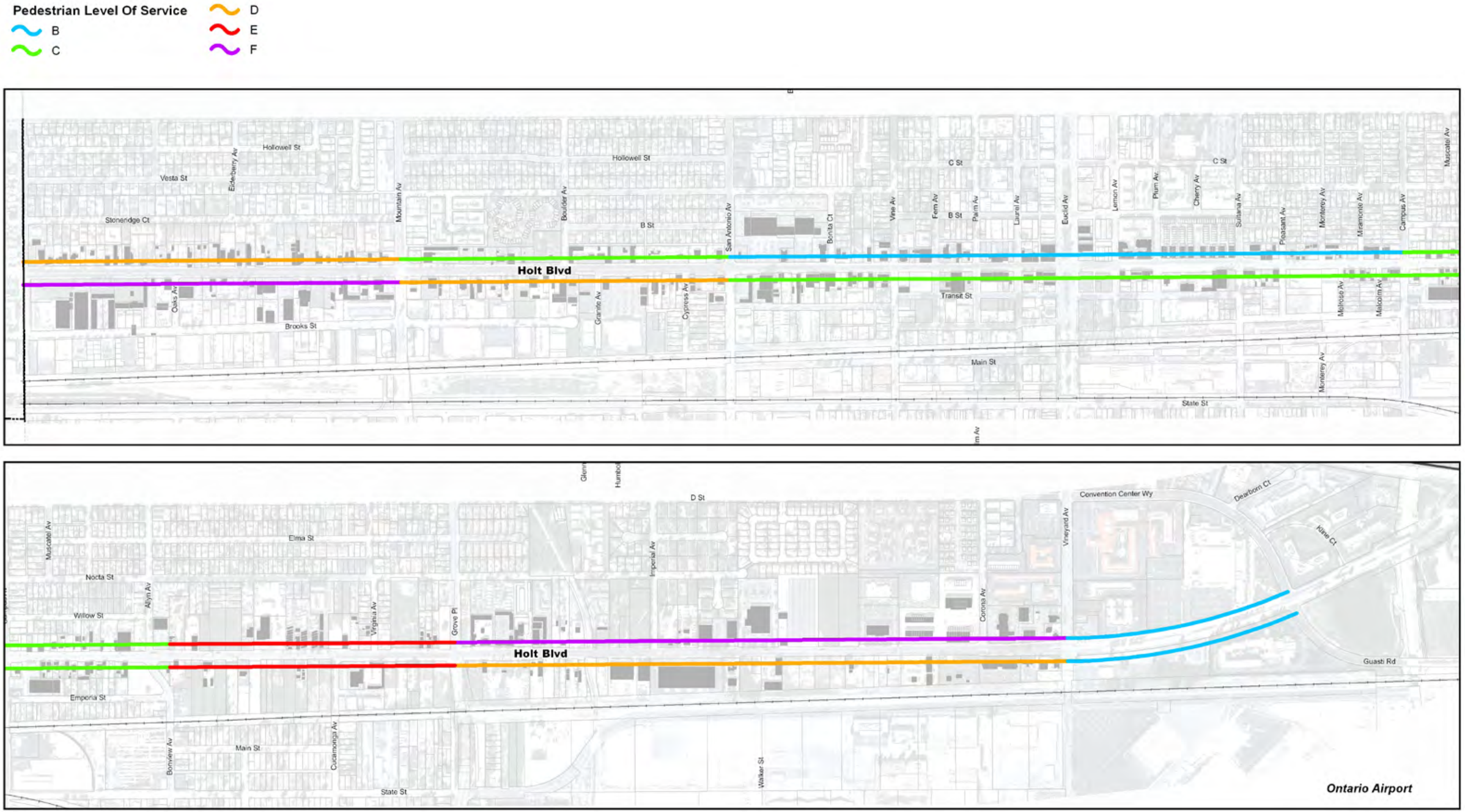
3.4.3 Existing Bus Stops with Future BRT (Fig. 3-13)

Figure 3-17 shows the current OmniTrans bus stop locations.

Table 3-1: Comparison of LOS between Modes for Specific Roadway Segments

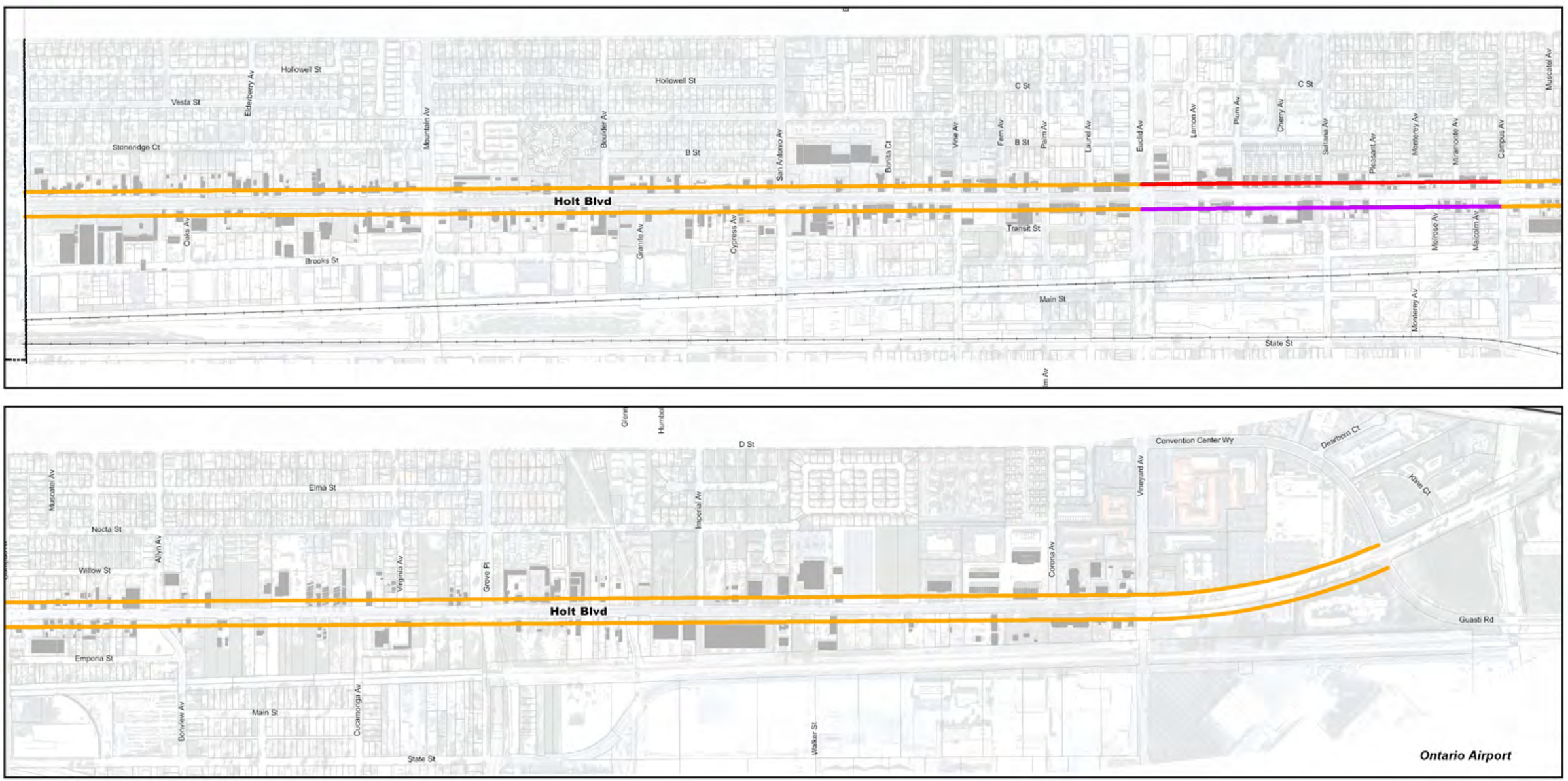
		Pedestrian LOS		Bicycle LOS		Transit LOS	
From	To	EB	WB	EB	WB	EB	WB
Benson Ave	Mountain Ave	F	D	D	D	E	D
Mountain Ave	San Antonio Ave	D	C	D	D	E	C
San Antonio Ave	Euclid Ave	C	B	D	D	D	E
Euclid Ave	Campus Ave	C	B	F	E	D	C
Campus Ave	Bon View Ave	C	C	D	D	D	C
Bon View Ave	Grove Ave	E	E	D	D	E	E
Grove Ave	Vineyard Ave	D	F	D	D	E	C
Vineyard Ave	Guasti Rd	B	B	D	D	F	F

Figure 3-1: Existing Pedestrian Level of Service



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Existing Bike Level of Service



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Citywide Bike Facilities Identified in the Ontario Plan

Figure 3-1: Other Potential Bike Facilities Being Considered

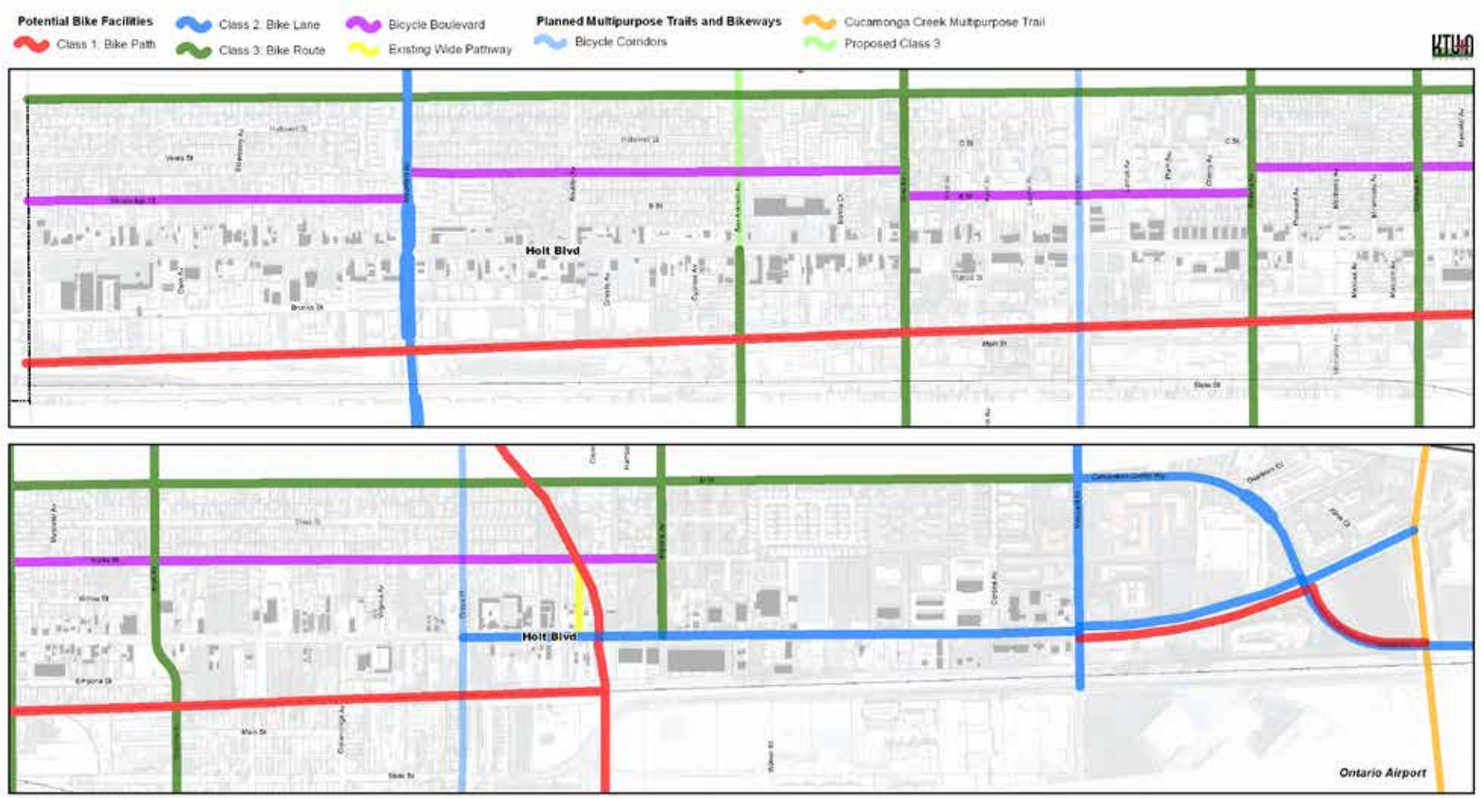


Figure 3-1: Planned / Programmed Multi-Purpose Trails & Bikeways

Planned Multipurpose Trails and Bikeways

Bicycle Corridors

Cucamonga Creek Multipurpose Trail

Proposed Class 3

No existing bicycle facility exists within the study area

Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: 15-Minute Cycle Time from the Center of the Study Area

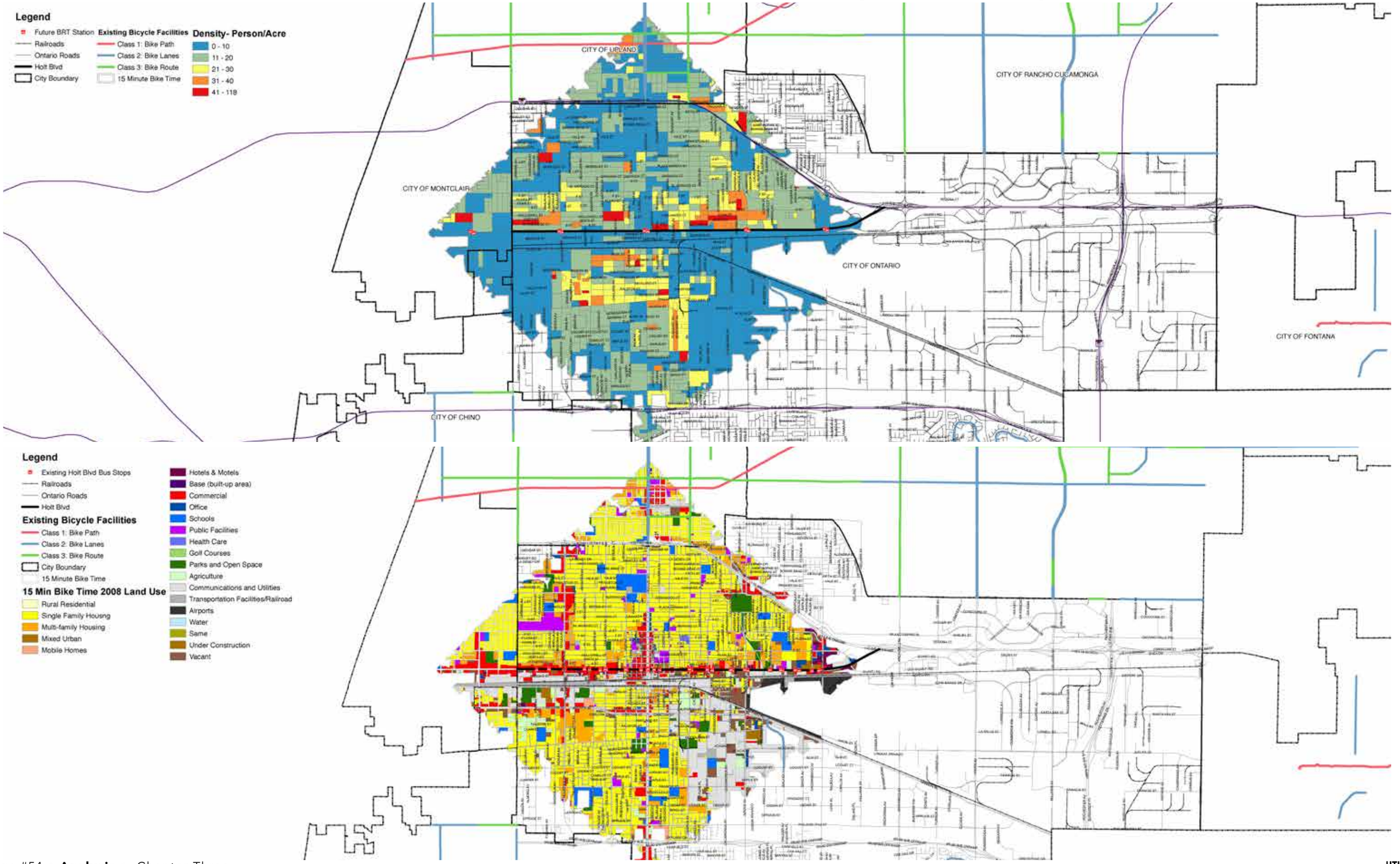
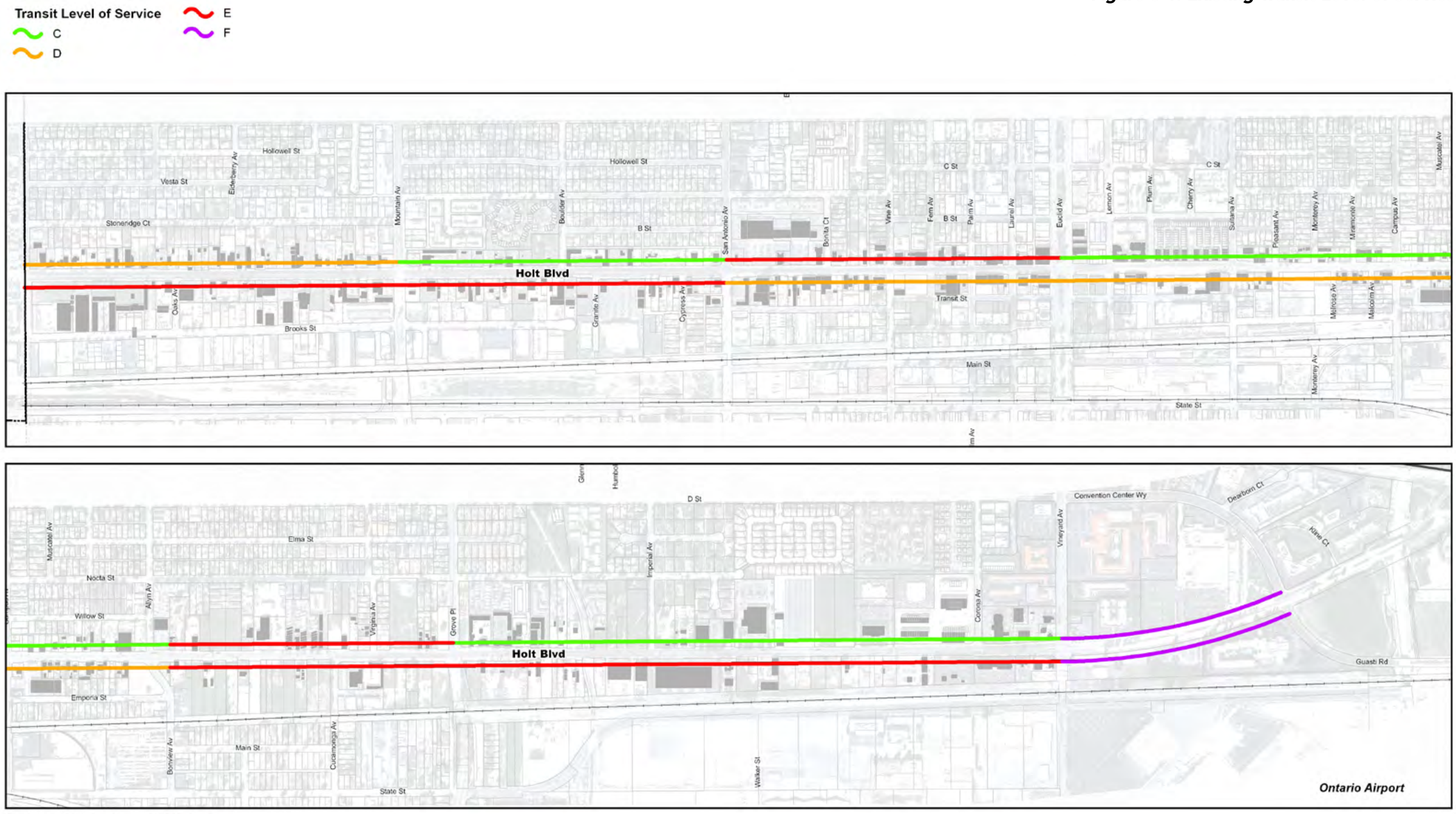


Figure 3-1: Existing Transit Level of Service



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

- Existing Bus Stops
- Future BRT Stations

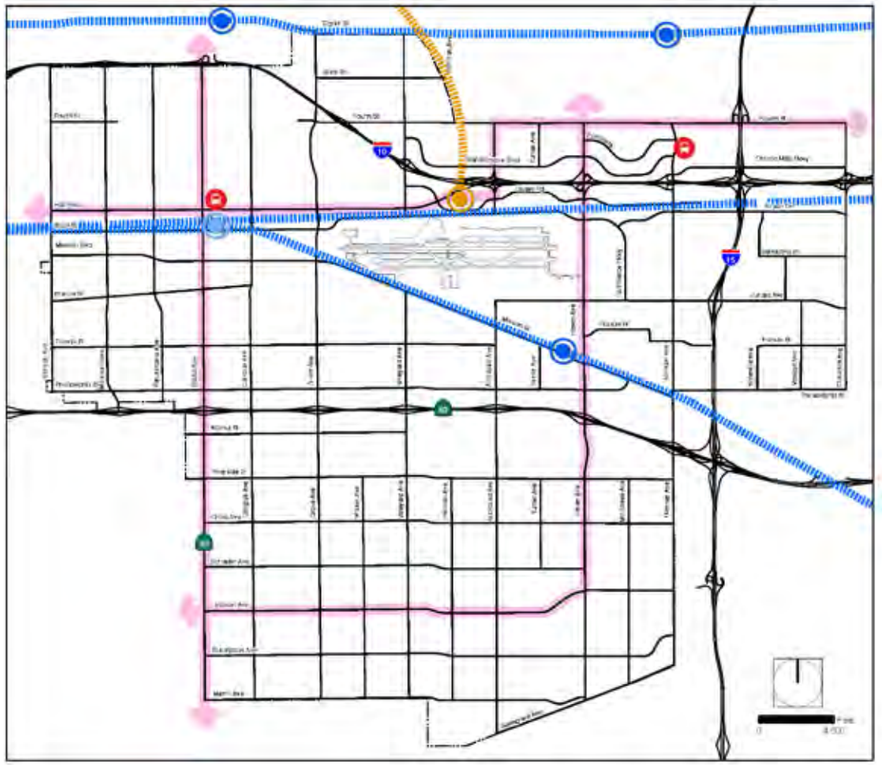
Figure 3-1: Proposed BRT Stations and Standard Bus Stops

Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

3.4.4 Comprehensive Planned Transit Services

Figure 3-19 was taken from the Ontario Plan. It shows a variety of proposed medium and long range transit facilities proposed for the area. If these all occur, the area will go from a vehicular dominated circulation system to one that provides many choices. These choices should allow for a significant shift from single drive alone peak time drivers to multiple modes that will help in lowering overall congestion and green house gas production. If the corresponding land uses also change, the overall vehicle miles traveled could drop dramatically as well.

Figure 3-1: Proposed Transit in the Ontario Plan



3.4.5 Proposed sbX BRT Service

As shown on Figure 3-20, a bus rapid transit (BRT) route is planned for Holt Boulevard to extend east to the future Ontario Multi-Model Transit Center (potentially served by an extended Metro Gold Line, high speed rail, Metrolink and several bus routes). The Route 61 (Holt Blvd /San Bernardino Ave) Corridor is the highest ranked corridor in San Bernardino County in terms of potential ridership, travel time savings, population/ employment growth, TOD opportunities, economic development, inter-modal connectivity, cost effectiveness and eligibility for Federal Transit Administrations (FTA) New/Small Starts funding. San Bernardino Associated Governments (SANBAG) is currently studying the Foothill BRT Corridor. The E Street Corridor BRT project is currently in the construction phase. Figures 3-17 and 3-21 show the proposed locations of the route and stations.

Figure 3-1: Proposed sbX BRT

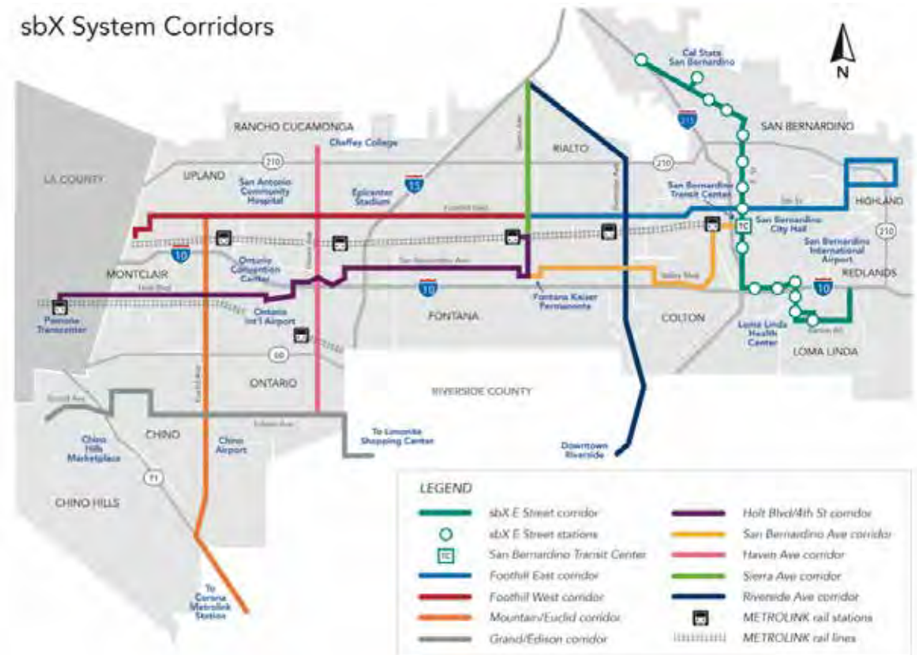


Figure 3-1: Proposed sbX BRT for Holt

3.4.6 Walk Time around Existing & Proposed Stations

GIS was used to determine how the population of Ontario and its destinations are serviced by the current bus system, as well as the proposed BRT stations. Figure 3-22 shows a 5, 10 and 15 minute walk time zone around each of the stations, calculated as a 2.5 mph walk utilizing the existing network of walkways.

3.4.7 Land Uses within Walk Zone of BRT Stations

Figure 3-23 identifies the land uses that are within walking distances of the BRT stations.

3.4.8 Population Densities within Walk Zones

Figure 3-24 identifies the population around the stations.

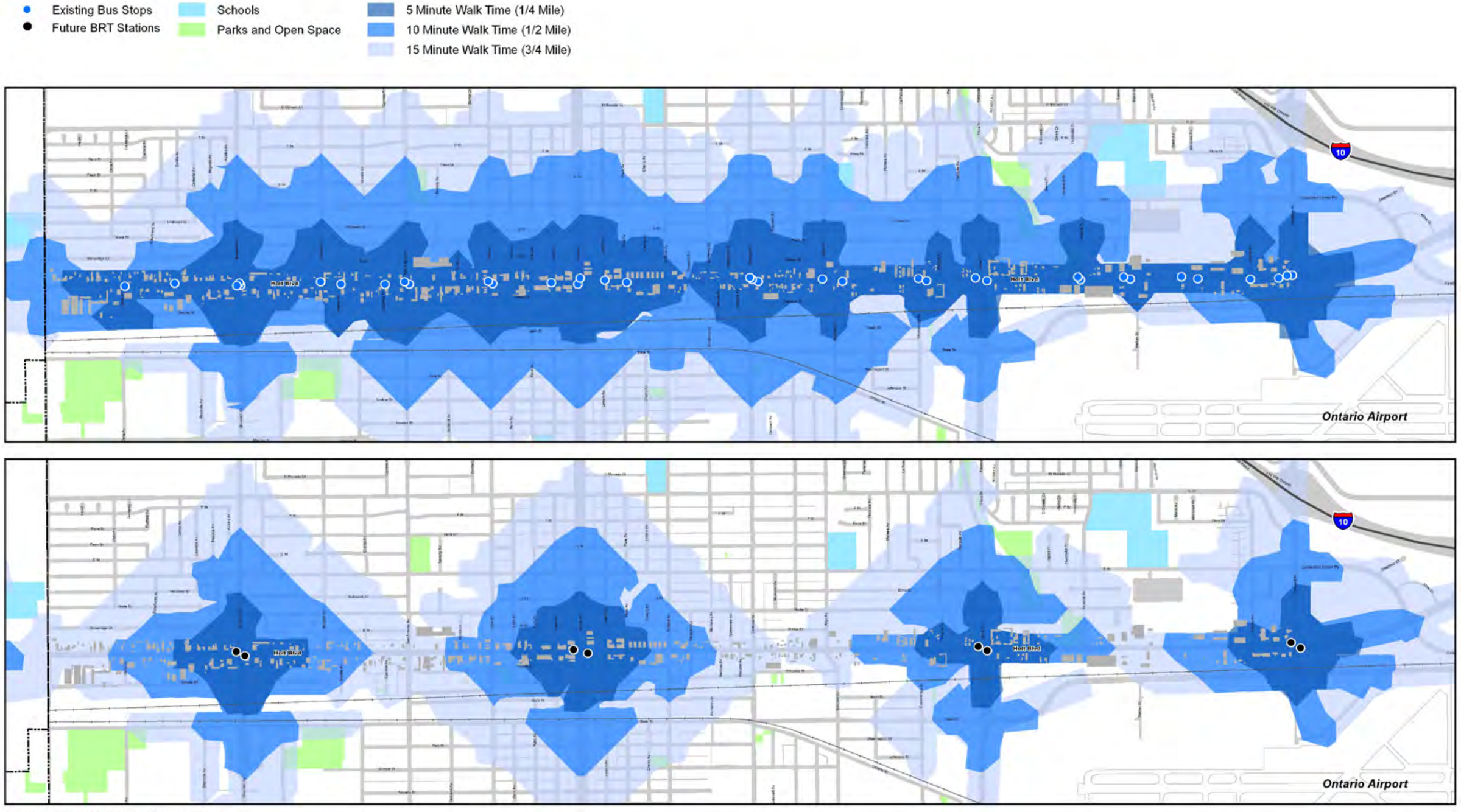
3.4.9 Analysis of Adjusted BRT Stations

An analysis was done to determine if changes to the locations of the proposed BRT stations would result in increased access to residential populations (origins) or if access to employment (destinations) was improved by shifting the stations to the west or east from where they are currently planned. Figure 3-25 shows both a westward drift of the stations as well as an eastward drift. The current locations of the proposed stations are shown as a yellow dot. Figure 3-26 shows the walk time zones overlaid on existing land uses and Figure 3-27 shows the walk time zones overlaid on population densities. Table 3-14 shows the land uses by acres that fall within th proposed walk time zones based on the currently proposed locations. Table 3-15 shows the differences between the westward drift, the current location and the eastward drift of the stations. While this table highlights some improvements to the potential riderships with some shifting of the stations, the numbers are not substantial enough to shift these stations.

3.5 Impression Summary

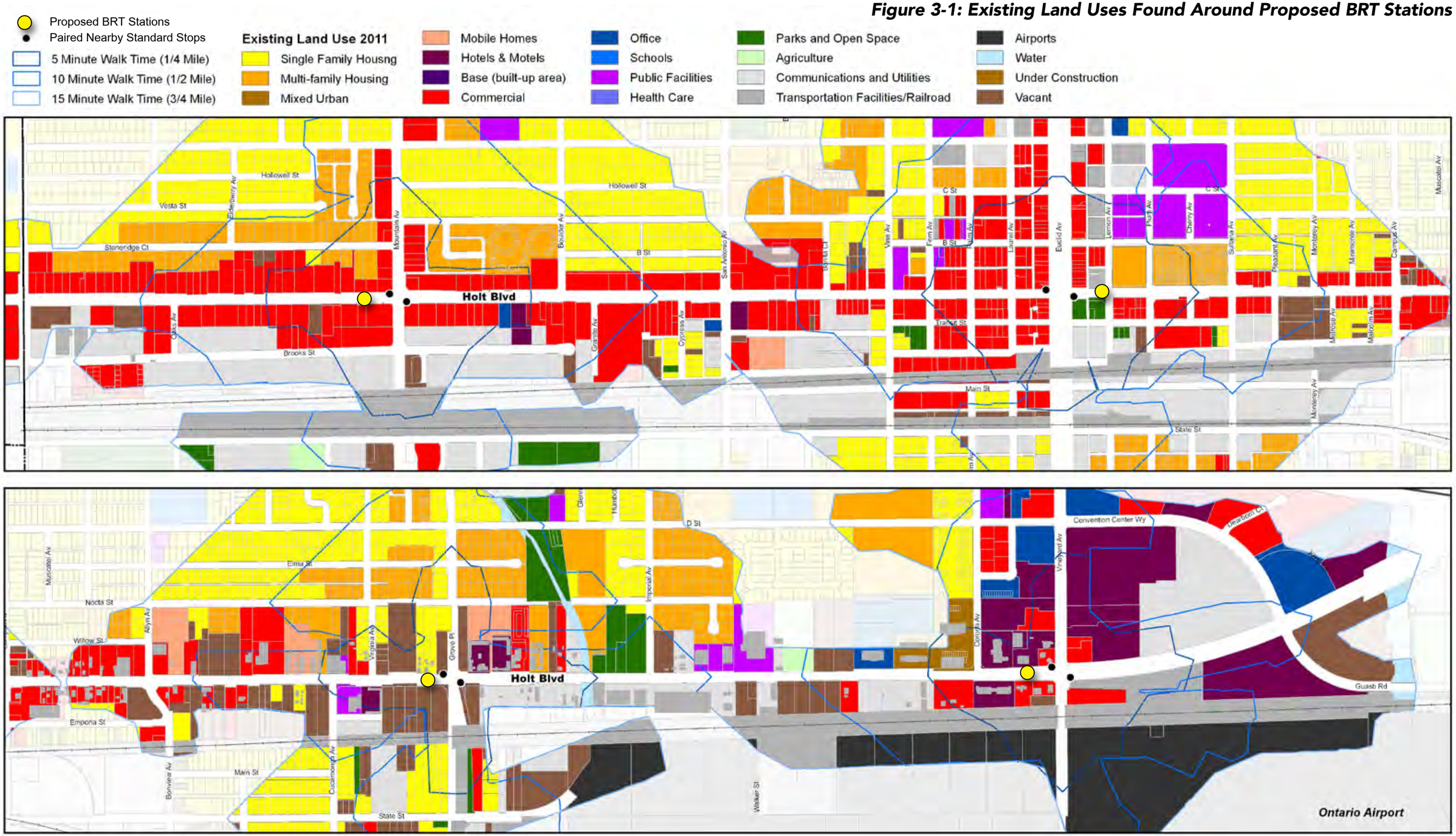
Figure 3-28 is an overall summary of the assets, liabilities, opportunities and constraints based on fieldwork and input from the PDT, the CAC and the general public obtained through the workshops.

Figure 3-1: Walktime Around Current and Proposed Transit Stations



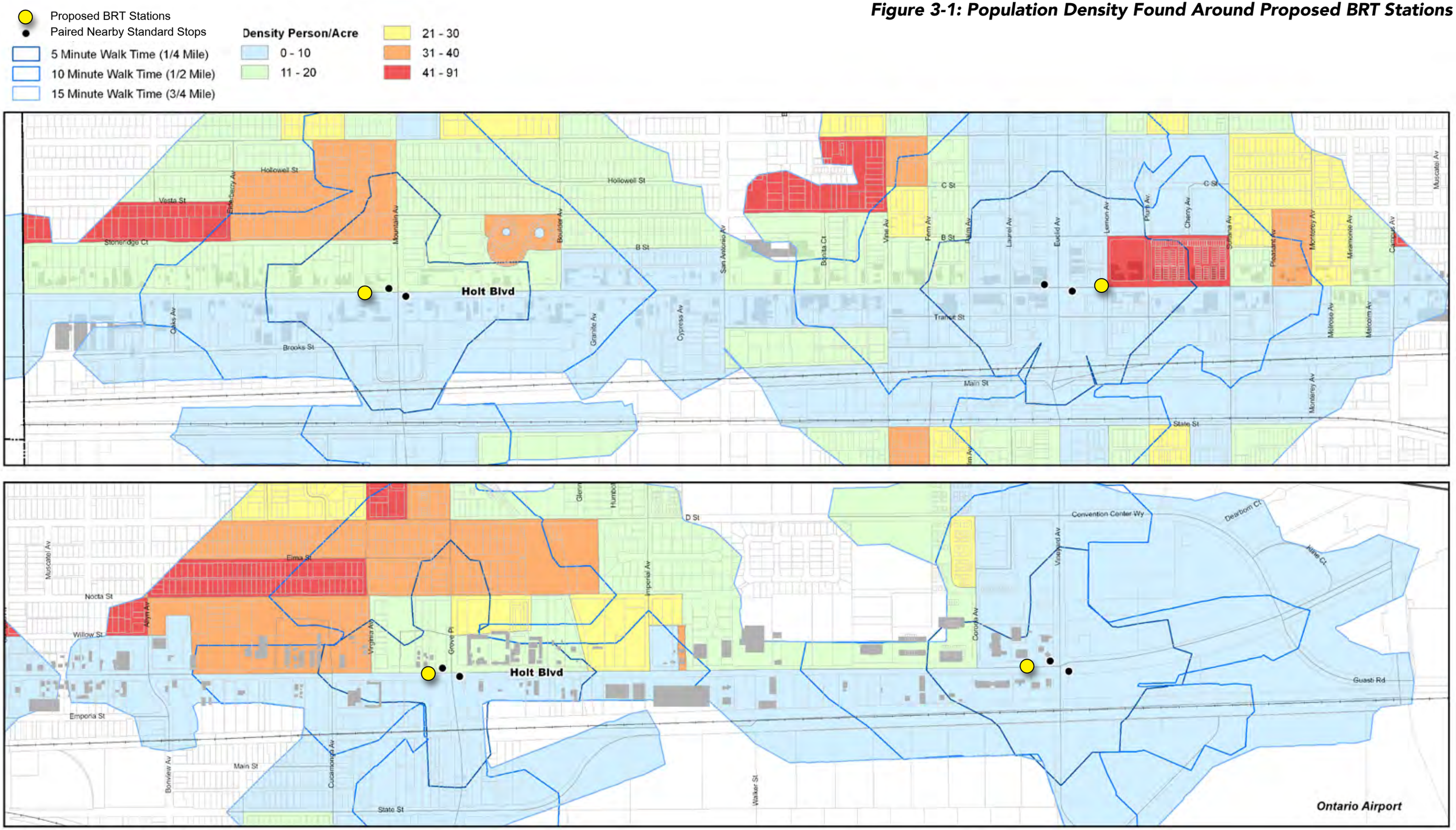
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Existing Land Uses Found Around Proposed BRT Stations



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Population Density Found Around Proposed BRT Stations

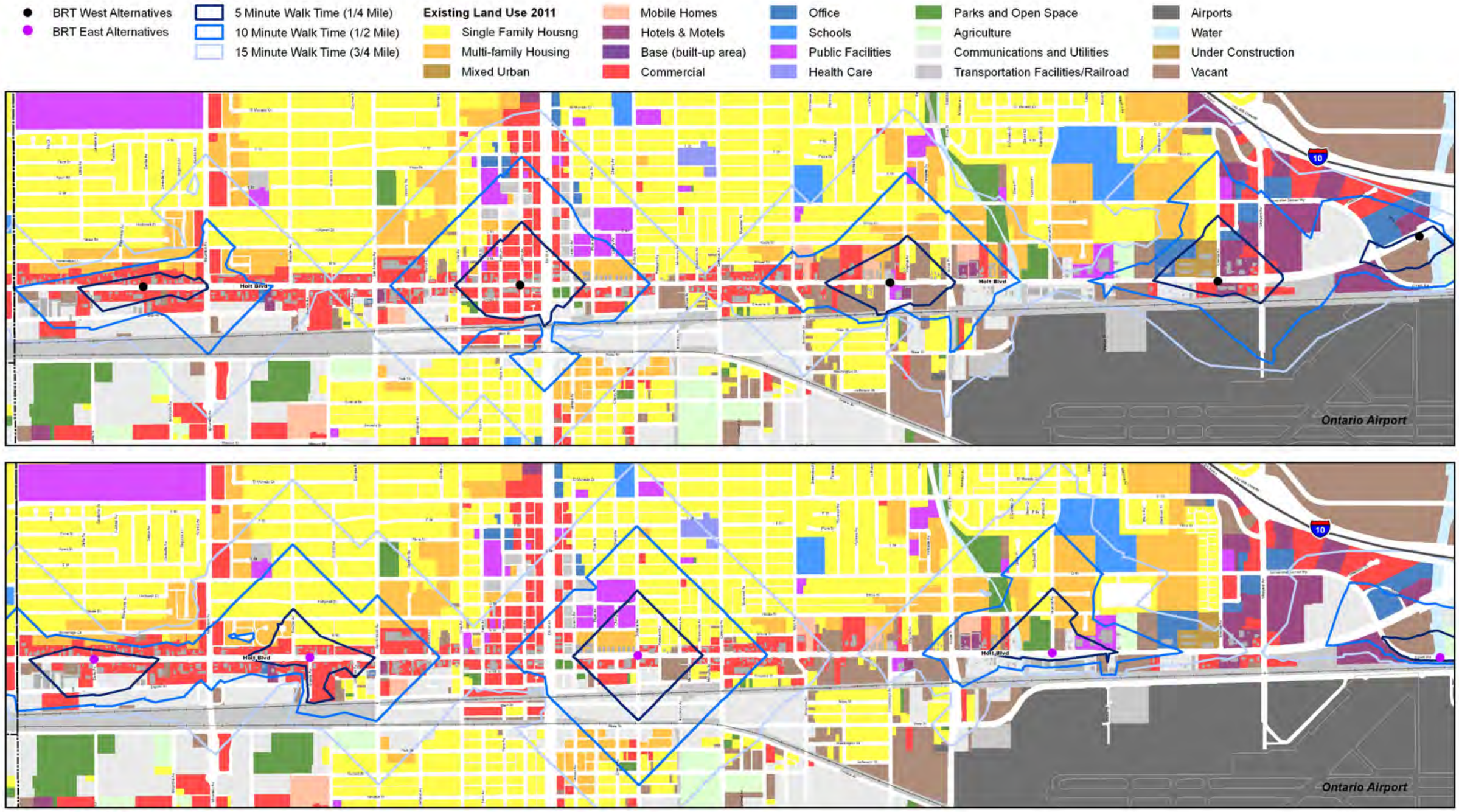


Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Walktime Zones Around Alternative BRT Stations Drifted to the East or West

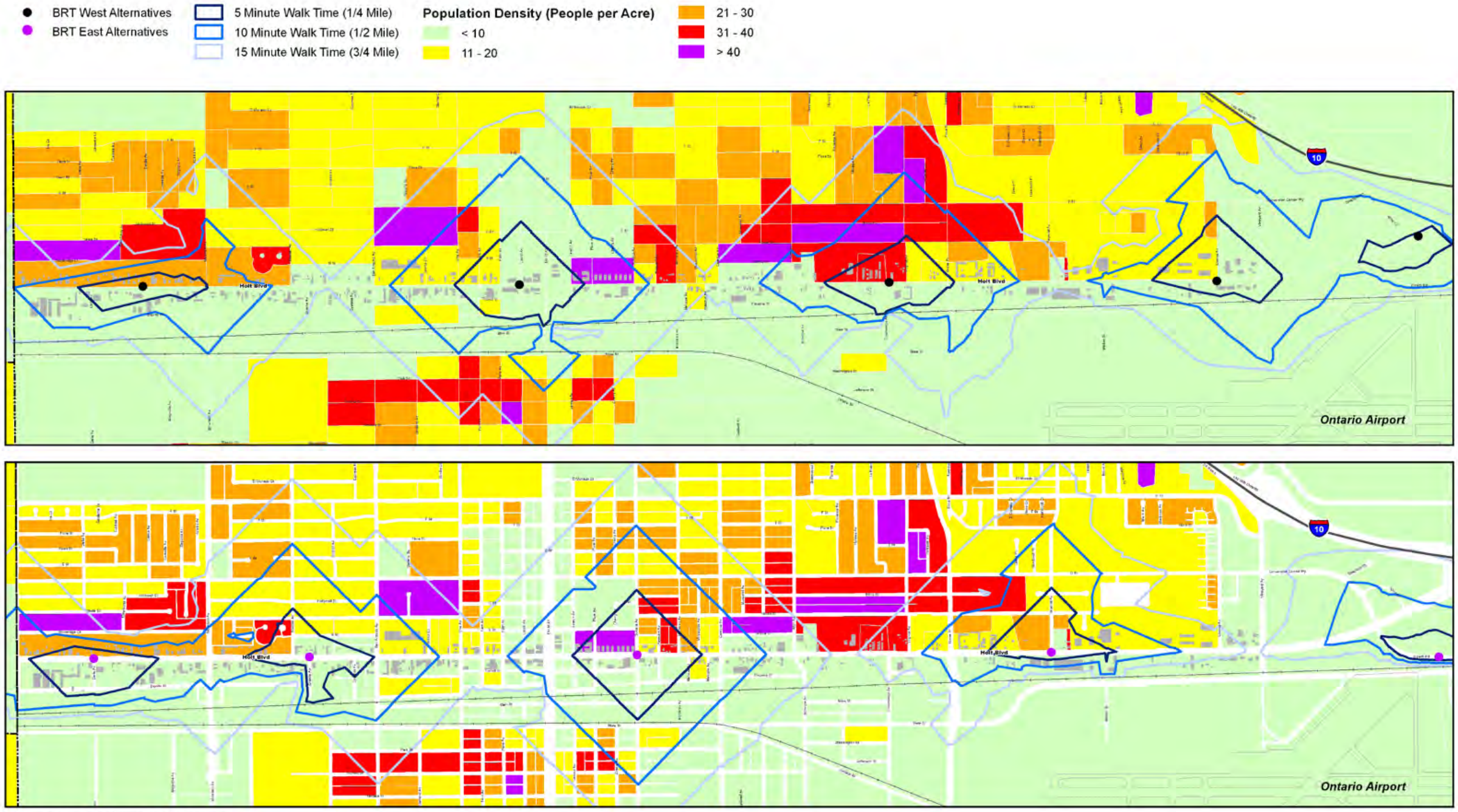
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Existing Land Uses Around Alternative BRT Stations Drifted to the East or West



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 3-1: Population Density Around Alternative BRT Stations Drifted to the East or West



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Table 3-1: Land Use Acres within Walkzones

MOUNTAIN	
RESIDENTIAL	
Duplexes, Triplexes, 2 or 3	100
High Den. S.F.	1,872
Hotels & Motels	3
Low Den. S.F.	1
Low-Rise Apartments	1,157
Total	**3,133**
Other Land Uses	
Bus Terminals & Yards	70
Cemeteries	32
Commercial Recreation	2
Commercial Storage	13
Government Offices	66
Irrigated Cropland	21
Low-Med. Rise Major Office	1
Manufacturing, Assembly, Ind.	75
Modern Strip Development	732
Older Strip Development	0
Open Storage	62
Other Agriculture	1
Railroads	1
Retail Centers	45
Under Construction	5
Urban Vacant	15
Total	**1,142**
Grand Total	**4,275**

EUCLID	
RESIDENTIAL	
High Density S.F.	2,336
Hotels & Motels	7
Low Den. S.F.	32
Low-Rise Apartments	500
Mixed Residential	309
Religious Facilities	58
Special Care Facilities	4
Trailer Parks High Den.	22
Total	**3,267**
Other Land Uses	
Communication Facilities	3
Elementary Schools	9
Local Parks & Rec.	13
Low-Med. Rise Major Office	37
Manufacturing, Assembly, Ind.	154
Mixed Commercial & Industrial	27
Modern Strip Development	67
Non-Attended Public Parking	36
Older Strip Development	298
Other Public Facilities	2
Railroads	16
Retail Centers	168
Under Construction	394
Urban Vacant	76
Total	**1,300**
Grand Total	**4,567**

GROVE	
RESIDENTIAL	
Duplexes, Triplexes, 2 or 3	363
High Den. S.F.	1,661
Low Den. S.F.	82
Low-Rise Apartments	1,263
Religious Facilities	166
Trailer Parks High Den.	211
Total	**3,745**
Other Land Uses	
Airports	3
Commercial Storage	51
Freeways & Major Roads	19
Government Offices	82
Hotels & Motels	49
Improved Flood Waterways	73
Irrigated Cropland	24
Local Parks & Rec.	167
Manufacturing	2
Manufacturing, Assembly, Ind.	55
Modern Strip Development	220
Natural Gas & Petroleum	4
Non-Attended Public Parking	14
Older Strip Development	67
Open Storage	6
Orchards & Vineyards	5
Other Open Space & Rec.	179
Other Public Facilities	22
Other Special Care Use	10
Railroads	17
Under Construction	1
Urban Vacant	392
Total	**1,464**
Grand Total	**5,208**

VINEYARD	
RESIDENTIAL	
High Den. S.F.	206
Hotels & Motels	55
Low-Rise Apartments	193
Religious Facilities	9
Total	**463**
Other Land Uses	
Government Offices	61
Irrigated Cropland	25
Low-Med. Rise Major Office	41
Manufacturing, Assembly, Ind.	24
Modern Strip Development	36
Open Storage	1
Railroads	19
Under Construction	100
Urban Vacant	67
Wholesaling & Warehousing	0
Total	**373**
Grand Total	**836**

Denotes Transit Supportive Uses

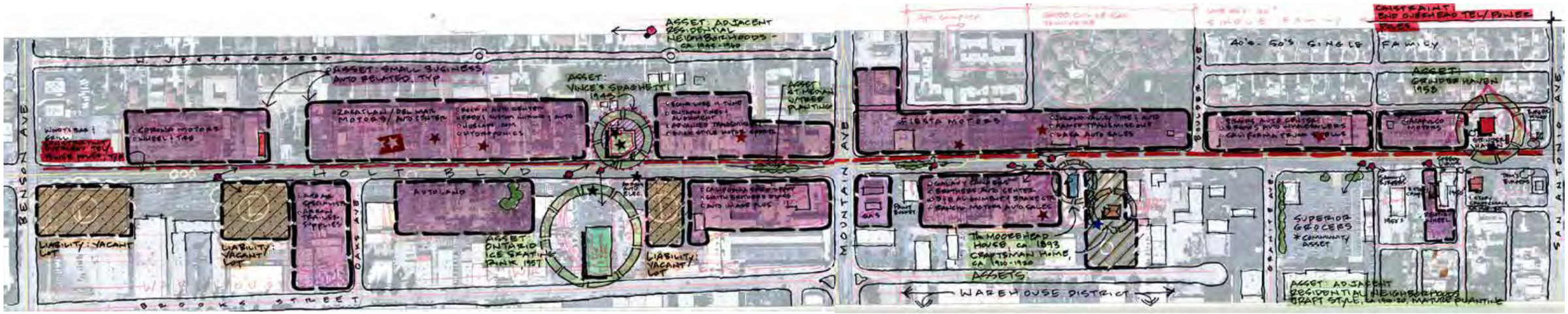
* SOURCE: SANBAG 2008

Table 3-1: Comparison of Alternative BRT Stations

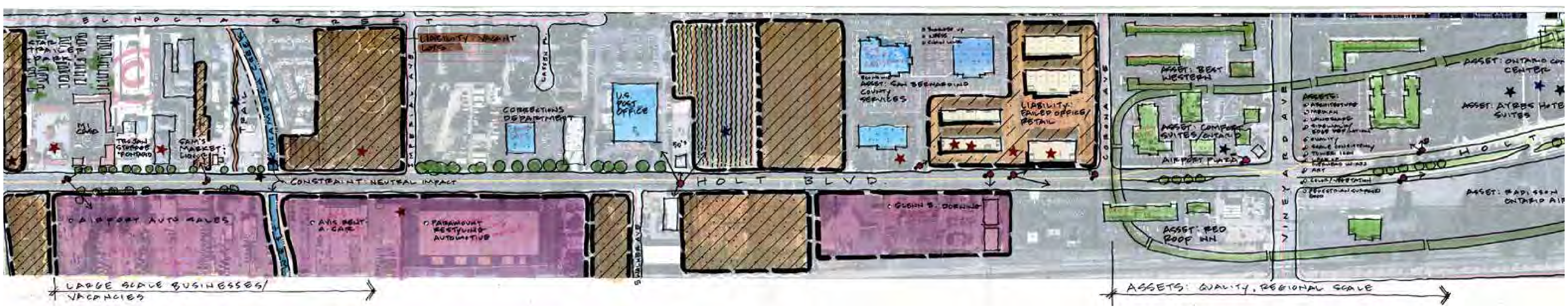
Walk Time Minutes	Oaks Alt. 2 (Eastward Drift / New Station)	Mountain Alt. 1 (Westward Drift)	Mountain (OmniTrans)	Mountain Alt 2 (Granite - Eastward Drift)	Euclid Alt 1 (Laurel-Westward Drift)	Euclid (OmniTrans)	Euclid Alt 2 (Sultana- Eastward Drift)	Grove Alt 1 (Cucamonga-Westward Drift)	Grove (OmniTrans)	Grove Alt 2 (Imperial-Eastward Drift)	Vineyard Alt 1(Corona-Westward Drift)	Vineyard (OmniTrans)	Vineyard Alt 2 (Guasti /Transit Center-Eastward Drift)	Future Transit Center (Alt 1 & Omnitrans)
2010 Residential														
5	4	2	57	47	14	17	198	145	255	172	8	0	0	0
10	88	82	443	489	193	241	606	740	743	635	168	27	0	0
15	424	591	1,236	837	781	941	977	1,505	1,433	1,049	517	306	0	0
20	999	1,284	1,192	1,524	1,464	1,756	1,456	1,907	1,623	1,751	1,035	854	0	20
Raw	**1,515**	**1,959**	**2,927**	**2,897**	**2,452**	**2,954**	**3,236**	**4,297**	**4,054**	**3,608**	**1,729**	**1,187**	**0**	**20**
Weighted*	**5,124**	**2,719**	**5,218**	**4,853**	**3,662**	**4,426**	**6,018**	**7,718**	**7,739**	**6,444**	**2,607**	**1,547**	**0**	**20**
2020 Residential														
5	50	62	107	132	0	0	156	3	47	69	39	0	0	0
10	246	202	754	536	127	167	618	616	723	687	352	112	0	0
15	512	870	1,384	975	905	1,074	1,116	1,733	1,618	1,211	753	531	0	0
20	1,215	1,363	1,244	1,629	1,562	1,939	1,521	2,095	1,985	2,143	1,186	1,021	0	78
Raw	2,022	2,498	3,488	3,272	2,594	3,180	3,411	4,447	4,373	4,110	2,330	1,664	0	78
Weighted	**3,175**	**3,959**	**6,699**	**5,714**	**3,754**	**4,588**	**6,231**	**7,420**	**7,577**	**6,902**	**3,904**	**2,418**	**0**	**78**
2030 Residential														
5	52	65	111	137	0	0	183	4	55	81	46	0	0	0
10	256	210	785	558	139	189	719	722	847	805	412	131	0	0
15	534	907	1,442	1,017	998	1,207	1,289	2,028	1,891	1,409	882	622	0	0
20	1,266	1,422	1,300	1,706	1,735	2,163	1,705	2,409	2,272	2,442	1,361	1,161	0	91
Raw	2,108	2,604	3,639	3,417	2,873	3,560	3,896	5,162	5,064	4,738	2,701	1,914	0	91
Weighted	**7,109**	**8,392**	**10,884**	**11,078**	**9,355**	**11,635**	**12,288**	**15,869**	**15,628**	**15,327**	**8,629**	**6,282**	**0**	**366**
2010 Employment														
5	58	27	106	68	284	321	183	50	60	27	143	165	3	9
10	134	172	280	163	631	721	551	128	247	147	356	625	171	224
15	117	300	441	333	733	704	685	337	448	328	633	565	438	324
20	272	345	396	569	386	379	684	644	716	608	665	615	382	447
Raw	581	844	1,224	1,133	2,034	2,125	2,103	1,159	1,471	1,110	1,797	1,971	993	1,005
Weighted	**1,140**	**1,569**	**2,545**	**1,997**	**4,882**	**5,234**	**4,439**	**1,904**	**2,593**	**1,812**	**3,570**	**4,283**	**1,780**	**1,805**
2020 Employment														
5	77	28	126	51	456	511	386	183	208	111	80	55	66	56
10	177	224	298	241	942	1,082	779	355	543	262	218	385	217	74
15	144	333	622	526	899	839	1,099	673	749	519	474	490	275	123
20	288	476	614	944	612	661	1,077	1,029	1,194	743	734	842	298	306
Raw	686	1,062	1,659	1,762	2,909	3,093	3,342	2,240	2,693	1,635	1,505	1,772	857	559
Weighted	**1,416**	**1,928**	**3,255**	**2,923**	**7,060**	**7,629**	**7,157**	**4,173**	**5,151**	**3,011**	**2,653**	**3,197**	**1,764**	**1,000**
2030 Employment														
5	87	31	140	57	527	591	448	221	251	138	98	64	76	65
10	202	252	341	268	1,082	1,247	904	428	643	318	255	449	250	86
15	163	382	708	598	1,034	964	1,275	789	876	627	556	570	315	141
20	330	543	694	1,086	708	764	1,249	1,198	1,425	871	866	1,000	349	355
Raw	781	1,208	1,884	2,008	3,351	3,566	3,875	2,636	3,195	1,954	1,776	2,083	990	646
Weighted	**1,607**	**2,187**	**3,694**	**3,313**	**8,129**	**8,795**	**8,302**	**4,943**	**6,110**	**3,629**	**3,137**	**3,743**	**2,032**	**1,153**
All Category Composite														
Total Raw	7,693	10,175	14,821	14,490	16,213	18,478	19,864	19,941	20,851	17,154	11,837	10,591	2,839	2,400
Total Weighted	19,569	20,754	32,296	29,877	36,842	42,308	44,434	42,027	44,799	37,125	24,500	21,470	5,576	4,422
% Increase over Omnitrans Selected Locations			**NA**				**5.03%**		**NA**		**14.11%**			

* weighting calculated by having 5 minute walk multiplied by 4, 10 by 3, 15 by 2 and 20 by 1

Figure 3-1: Impressions of the Current Assets, Liabilities, Opportunities and Constraints of the Study Area




WILLOW STREET
TRAILER PARK
FREIGHTLINER of ANAHEIM
SKY VILLA TRAILER PARK
VACANT LOTS
VISTA MOTORS
CARDENAS MARKET
COMMUNITY ASSET
SOCIAL SECURITY ADMINISTRATION
KNIGHTS INN


LIABILITY: VACANT LOTS
CORRECTIONS DEPARTMENT
U.S. POST OFFICE
ASSET: SAN BERNARDINO COUNTY SERVICES
LIABILITY: FAILED OFFICE/RETAIL
ASSET: BEST WESTERN
ASSET: COMFORT SUITES/ONTARIO
AIRPORT PLAZA
ASSET: AYRES HOTEL SUITES
CONSTRAINT: NEUTRAL IMPACT
HOLT BLVD.
AIRPORT AUTO SALES
AVIS RENT-A-CAR
PARAMOUNT RESTYLING AUTOMOTIVE
ASSET: RED ROOF INN
LARGE SCALE BUSINESSES/ VACANCIES
ASSETS: QUALITY, REGIONAL SCALE

CHAPTER

FOUR

Alternative Concepts

4. ALTERNATIVE CONCEPTS

This chapter documents the alternative development process and provides an archiving of the concepts considered but dropped in preference to the recommended concept plan. All the elements of this chapter are not recommended for implementation. However, if future conditions change or if priorities become revised, some of the concepts in this chapter could be brought back to life and refined. This is particularly important if the OmniTrans sbX efforts decide to re-evaluate at a previously dropped alternative for further consideration. Refer to Chapter 5 for the recommended plans. Refer to Table 4-1 to see how the alternative development and refinement process evolved.

4.1 Initial Concepts Considered

The initial round of concept development took the full range of possible uses of the roadway and applied them as a single concept for the entire 5-mile stretch of roadway. These initial concepts were developed to test the limitations of the corridor and the opinions of the PDT, the CAC and the general public.

4.1.1 "1a: Transit Focus"- Median Running BRT

Figure 4-1 shows a sample plan view and roadway cross section with typical dimensions of lanes and uses.

4.1.2 "1b: Transit Focus"- Side Running BRT

Figure 4-2 shows a sample plan view and roadway cross section with typical dimensions of lanes and uses.

4.1.3 "1c: Transit Focus"- BRT with Far-side Platforms

Figure 4-3 shows a sample plan view and roadway cross section with typical dimensions of lanes and uses.

4.1.4 "2: Vehicular Focus"

Figure 4-4 shows a sample plan view and roadway cross section with typical dimensions of lanes and uses.

4.1.5 "3: Multi-modal Focus"

Figure 4-5 shows a sample plan view and roadway cross section with typical dimensions of lanes and uses.

4.2 Draft Concepts Considered

After extensive review, only Initial Concept 1c was recommended to not move forward in the process since it does not meet the requirements of the BRT program by not providing a dedicated lane along a majority of the proposed corridor.

4.2.1 "Alt. 1: Vehicle Focus"- 6 Vehicular Lanes

Figure 4-6 shows a sample perspective view and roadway cross section with typical dimensions of lanes and uses. The figure also ranks the multi-modal level of service for bike, pedestrian and transit users. Figure 4-7 is a depiction of the impacts to buildings and properties associated with the ROW expansion requirements.

4.2.2 "Alt. 2: Transit Focus"- Median Running BRT

Figure 4-8 shows a sample perspective view and roadway cross section with typical dimensions of lanes and uses. The figure also ranks the multi-modal level of service for bike, pedestrian and transit users. Figure 4-9 is a depiction of the impacts to buildings and properties associated with the ROW expansion requirements.

4.2.3 "Alt. 3: Transit Focus"- Side Running BRT Lane

Figure 4-10 shows a sample perspective view and roadway cross section with typical dimensions of lanes and uses. The figure also ranks the multi-modal level of service for bike, pedestrian and transit users. Figure 4-11 is a depiction of the impacts to buildings and properties associated with the ROW expansion requirements.

4.2.4 "Alt. 4: Multi-modal Focus"- Bikes, Peds, Transit & Vehicle Balance

Figure 4-12 shows a sample perspective view and roadway cross section with typical dimensions of lanes and uses. The figure also ranks the multi-modal level of service for bike, pedestrian and transit users. Figure 4-13 is a depiction of the impacts to buildings and properties associated with the ROW expansion requirements.

4.3 Refined Alternative 2.1: Transit Priority Focus

As a result of input from the PDT, the CAD and the general public at Workshop #2, Alternative 2.0 was selected as the preferred alternative and was refined as Alternative 2.1. This hybrid alternative was mostly consistent with Alternative 2.0 Initial Concept, but it made adjustments to the ROW in order to avoid a high number of required demolitions and ROW acquisitions.

Table 4-1: Process Tracking for Alternative Development and Refinement

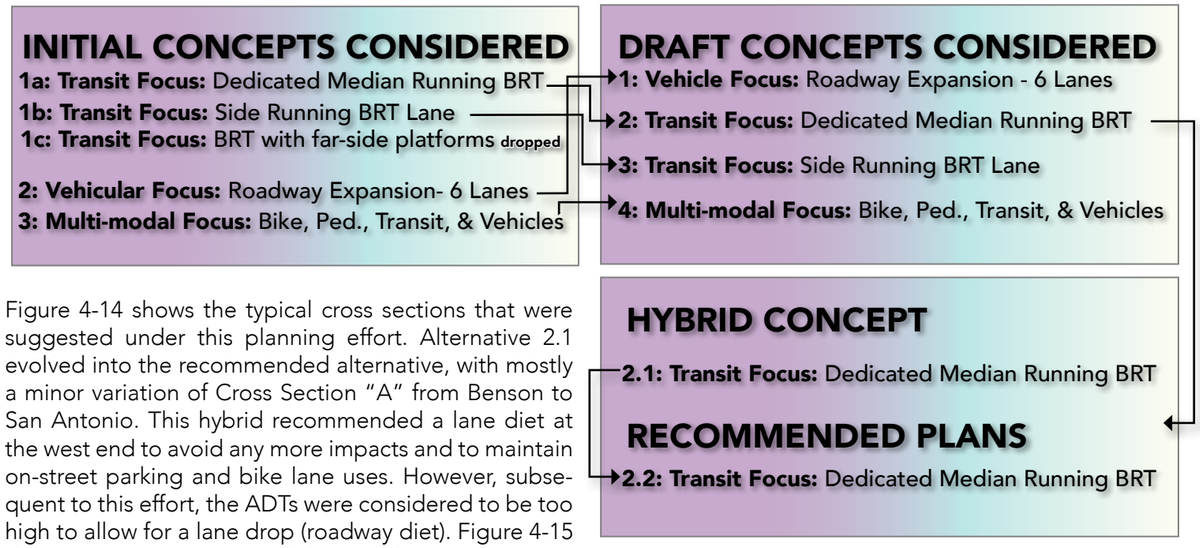


Figure 4-14 shows the typical cross sections that were suggested under this planning effort. Alternative 2.1 evolved into the recommended alternative, with mostly a minor variation of Cross Section "A" from Benson to San Antonio. This hybrid recommended a lane diet at the west end to avoid any more impacts and to maintain on-street parking and bike lane uses. However, subsequent to this effort, the ADTs were considered to be too high to allow for a lane drop (roadway diet). Figure 4-15 shows an overall site plan of the corridor for treatments that were part of Alternative 2.1.

4.4 Evaluation Comparison of Revised Alternatives

Several efforts were made to document why Alternative 2 was selected over the other 3 concepts. Figure 4-16 compares the amount of Building and Parcel Impacts associated with each alternative.

4.4.1 Building Impacts Considered

Table 4-2 summarizes the differences between the four alternatives in regards to impacts to buildings and parcels as a result of ROW expansion.

4.4.2 Multi-modal Levels of Service Considered

Table 4-3 is a summary comparison of the different levels of service per mode and per segment that is likely to occur if the project alternatives were implemented.

4.4.3 Weighting Factors Determined

Table 4-4 is a summary of extensive input on the weighting factors to be used when comparing each of the four draft alternatives. The weighting factors were allowed to go from a low of 1 to a high of 2. Each member of the Project Development Team and the Community Advisory Committee were asked to rank their priorities of the factors used to compare the alternatives. A composite averaged score for each factor was then determined.

4.4.4 Ranking of the Alternatives

Table 4-5 is a summary of extensive input on the ranking of the four draft alternatives. The ranking factors were allowed to go from a low of -1 to a high of 3. Each member of the Project Development Team and the Community Advisory Committee were asked to rank the alternatives.

4.4.5 Ranking Summary of the Alternatives

Table 4-6 is an overview table of all of the previous tables of weightings and scoring. From this table, Alternative 2.1 "Refined Transit Focus, Median Running BRT" was ranked the highest, followed by Alternative 2.0 "Transit Focus," then Alternative 3 "Transit Focus, Side Running BRT," then Alternative 4 "Multi-modal," followed by the lowest ranked Alternative 1 "Vehicular Focus."

4.5 Design District

4.5.1 Initial Boundaries

Figure 4-17 is the initial conceptual layout of the design districts. The naming of the districts, the location of the markers and entry gateways and the BRT station names have now evolved from this Figure. See Chapter 5.

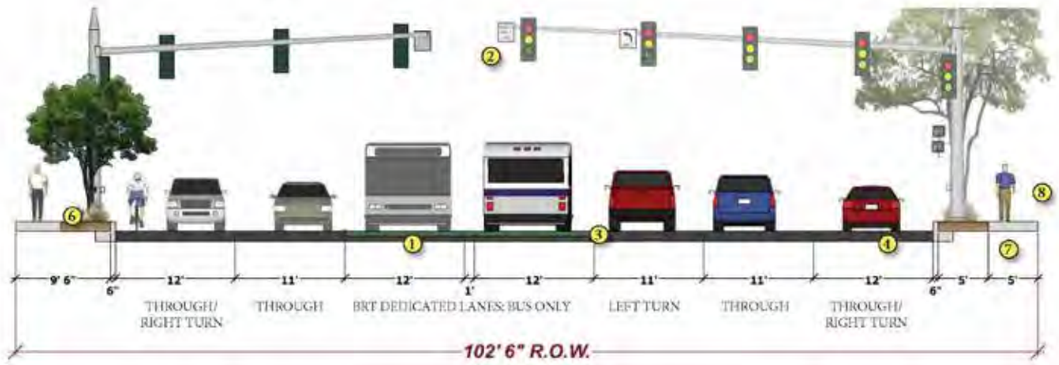
4.5.2 Initial Concepts for Each Design District

Figure 4-18 through 4-21 are the initial sketches identified for each design district.

4.5.3 Refined Concepts for Each Design District

Figure 4-22 through 4-23 are the refined models for each design district. These have also been superseded by those recommended in Chapter 5.

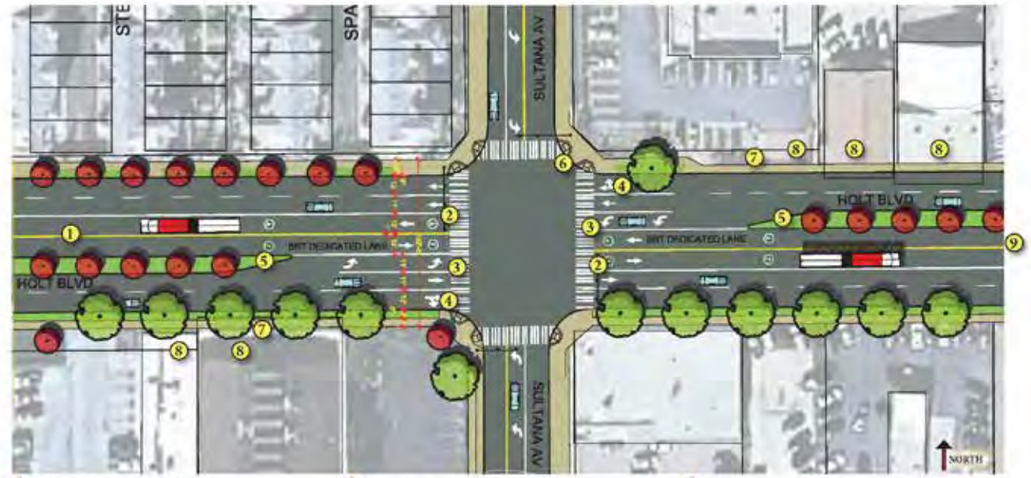
Figure 4-1: Option 1a: Transit Focus-Dedicated Median Running BRT



1. Dedicated BRT Lane running in the median
2. Traffic signal que jumper for BRT
3. Special sensors and signal control for vehicular left turns
4. Combined right and through lane
5. Landscaped median for traffic control (not shown)
6. Improved crosswalks and count-down timers
7. ROW acquisition required
8. Building demolition required
9. BRT median platforms (not shown) with left sided boarding

1a: Transit Focus — **Dedicated Median Running BRT**

Holt Boulevard

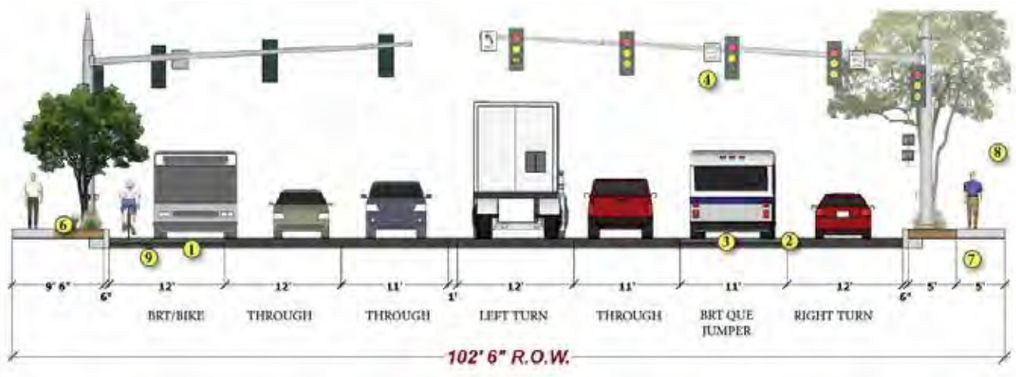


1. Dedicated BRT Lane running in the median
2. Traffic signal que jumper for BRT
3. Special sensors and signal control for vehicular left turns
4. Combined right and through lane
5. Landscaped median for traffic control
6. Improved crosswalks and count-down timers
7. ROW acquisition required / no on-street parking
8. Building demolition required
9. BRT median platforms (not shown on map) with left sided boarding

1a: Transit Focus — **Dedicated Median Running BRT**

Holt Boulevard

Figure 4-1: Option 1b: Transit Focus- Side Running BRT



1. Dedicated BRT Lane running in the outer lane (shared with bikes)
2. Transition crossover lane allowing right turning vehicles
3. Holding location for BRT busses at que jumper
4. Traffic signal que jumper for BRT
5. Landscaped median for traffic control (not shown)
6. Improved crosswalks and count-down timers
7. ROW acquisition required
8. Building demolition required
9. BRT median platforms with BRT stopping in the dedicated lane

1b: Transit Focus — **Side Running BRT Lane**

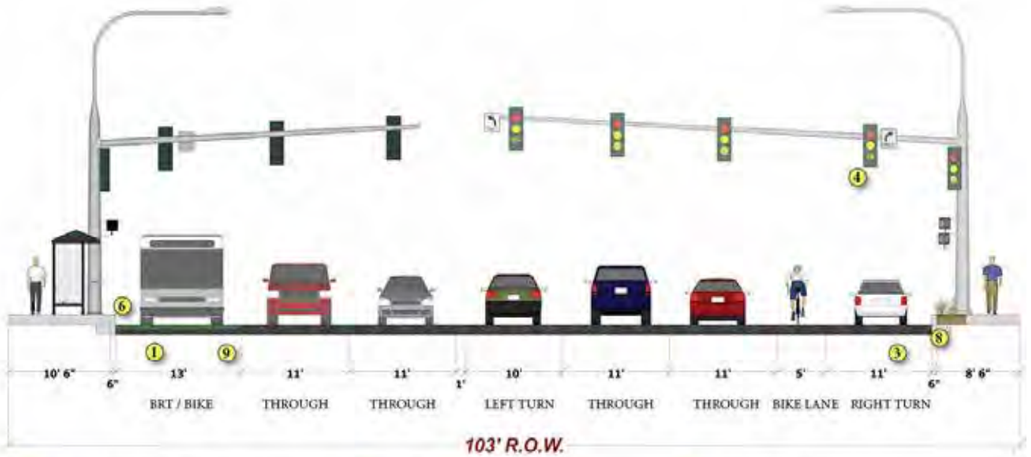
Holt Boulevard

1. Dedicated BRT Lane running in the outer lane (shared with bikes)
2. Transition crossover lane allowing right turning vehicles
3. Holding location for BRT busses at que jumper
4. Traffic signal que jumper for BRT
5. Landscaped median for traffic control
6. Improved crosswalks and count-down timers
7. ROW acquisition required
8. Building demolition required
9. BRT median platforms with BRT stopping in the dedicated lane

1b: Transit Focus — **Side Running BRT Lane**

Holt Boulevard

Figure 4-1: Option 1c: Transit Focus-Far-Side Platforms / Mixed Lanes



1. BRT running in the outer lane (shared with vehicles)
2. On-street parking with protected bulb-out ends (not shown)
3. Holding location for BRT busses at que jumper (will block right turning vehicles until special signal is release transit)
4. Traffic signal que jumper for BRT
5. Landscaped median for traffic control (not shown)
6. Improved crosswalks and count-down timers
7. ROW acquisition required
8. On-street parking prohibited, walkway moved out or bldg. demolished
9. BRT Station areas with painted lane area markings

1c: Transit Focus — BRT with far-side platforms

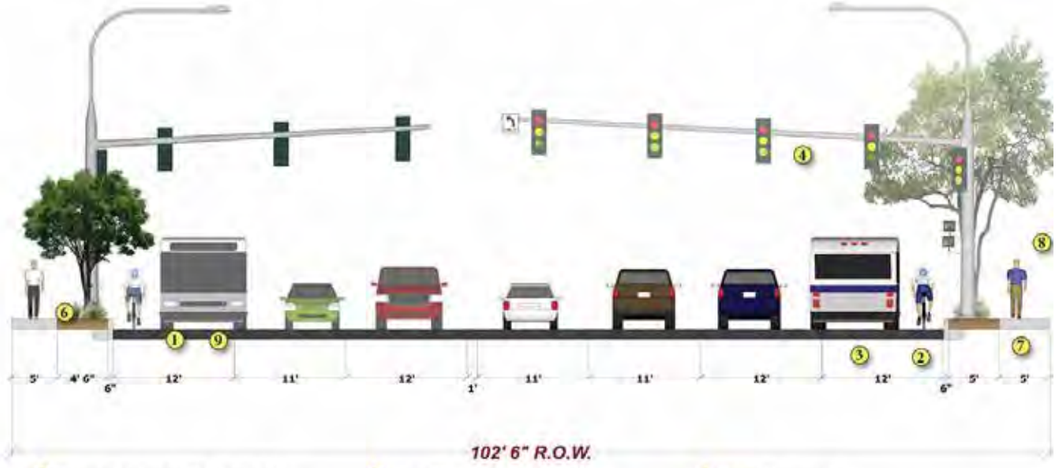
Holt Boulevard

1. BRT running in the outer lane (shared with vehicles)
2. On-street parking with protected bulb-out ends
3. Holding location for BRT busses at que jumper (will block right turning vehicles until special signal is release transit)
4. Traffic signal que jumper for BRT
5. Landscaped median for traffic control
6. Improved crosswalks and count-down timers
7. ROW acquisition required
8. On-street parking prohibited, walkway moved out or bldg. demolished
9. BRT Station areas with painted lane area markings

1c: Transit Focus — BRT with far-side platforms

Holt Boulevard

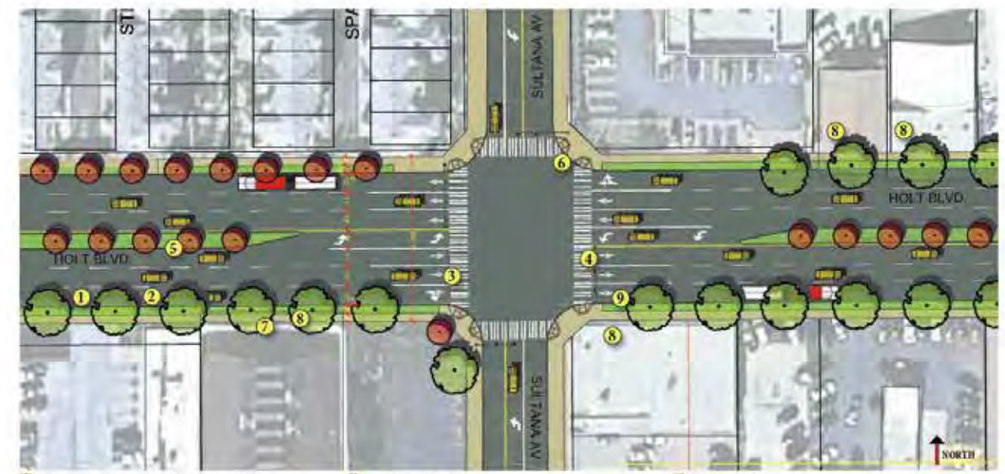
Figure 4-1: Option 2: Vehicular Focus- 6 Lane Expansion



1. BRT running in the outer lane (shared with vehicles)
2. No-on street parking
3. No special holding lane for BRT
4. No special BRT que jumper
5. Landscaped median for traffic control (not shown)
6. Improved cross walks and count-down timers
7. ROW acquisition required
8. Building demolition required
9. BRT Station stop in outer lane for platform

2: Vehicular Focus — Roadway Expansion- 6 Lanes

Holt Boulevard

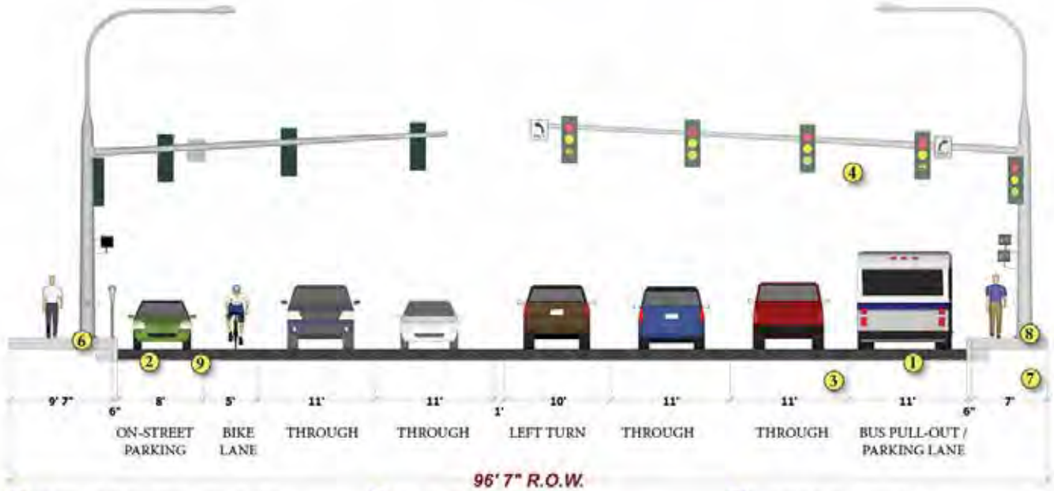


1. BRT running in the outer lane (shared with vehicles)
2. No-on street parking
3. No special holding lane for BRT
4. No special BRT que jumper
5. Landscaped median for traffic control
6. Improved crosswalks and count-down timers
7. ROW acquisition required
8. Building demolition required
9. BRT Station stop in outer lane for platform

2: Vehicular Focus — Roadway Expansion- 6 Lanes

Holt Boulevard

Figure 4-1: Option 3: Multi-modal Focus



1. BRT running in the outer lane (shared with vehicles)
2. On-street parking
3. No special holding lane for BRT
4. No special BRT que jumper
5. Landscaped median for traffic control (not shown)
6. Improved crosswalks and count-down timers
7. Minor ROW acquisition required
8. Drop parkway strip at corners to reduce ROW acquisition
9. Wrap around bulb out with parking or with BRT station where appropriate

3: Multi-modal Focus — **Bike, Ped., Transit, & Vehicle Balance**

1. BRT running in the outer lane (shared with vehicles)
2. On-street parking
3. No special holding lane for BRT
4. No special BRT que jumper
5. Landscaped median for traffic control
6. Improved crosswalks and count-down timers
7. Minor ROW acquisition required
8. Drop parkway strip at corners to reduce ROW acquisition
9. Wrap around bulb out with parking or with BRT station where appropriate

3: Multi-modal Focus — **Bike, Ped., Transit, & Vehicle Balance**

Figure 4-1: Alternative 1: Vehicular Capacity Focus

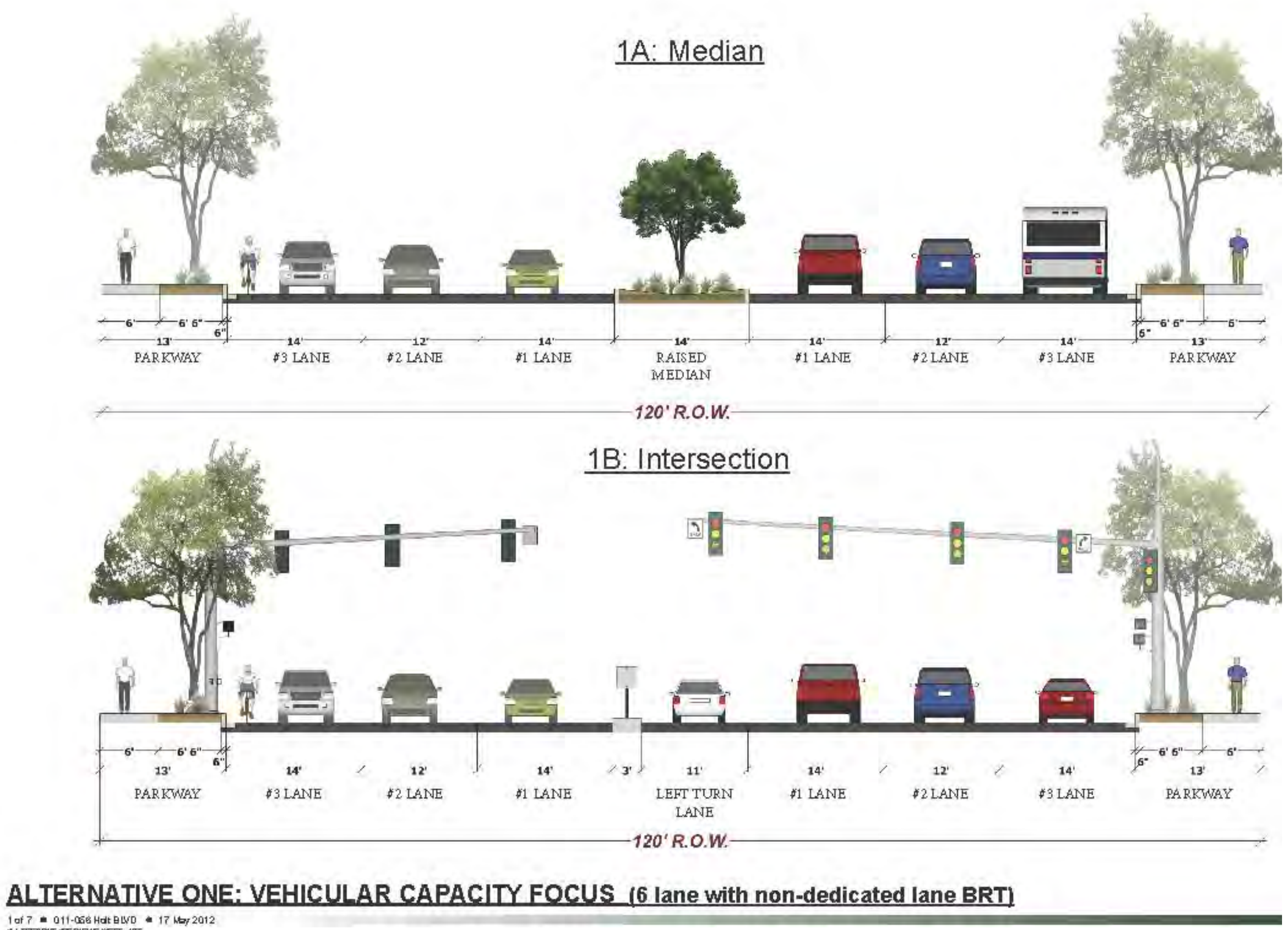
DRAFT CONCEPTS CONSIDERED

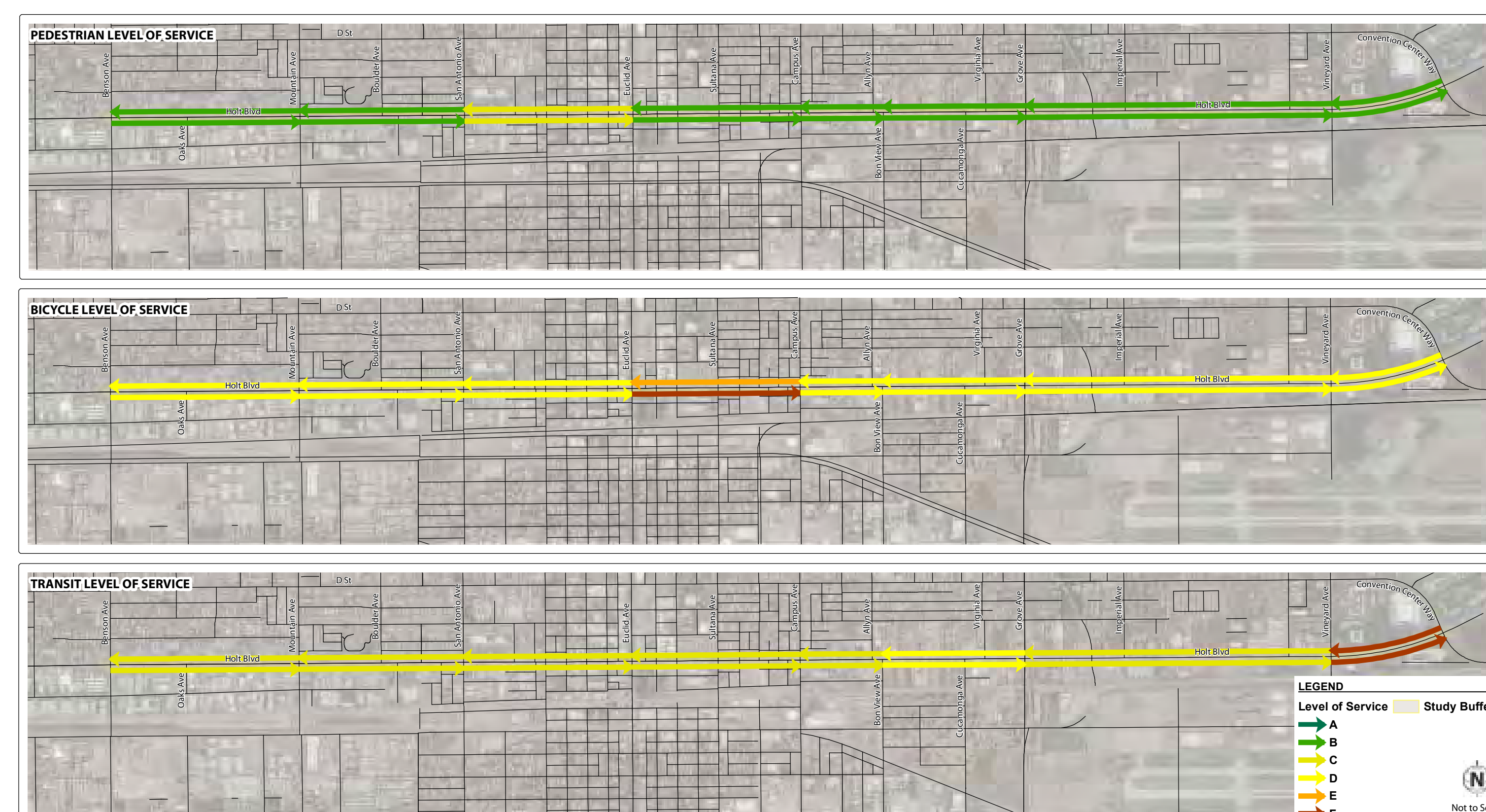
1: Vehicle Focus: Roadway Expansion - 6 Lanes

2: Transit Focus: Dedicated Median Running BRT

3: Transit Focus: Side Running BRT Lane

4: Multi-modal Focus: Bike, Ped., Transit, & Vehicles

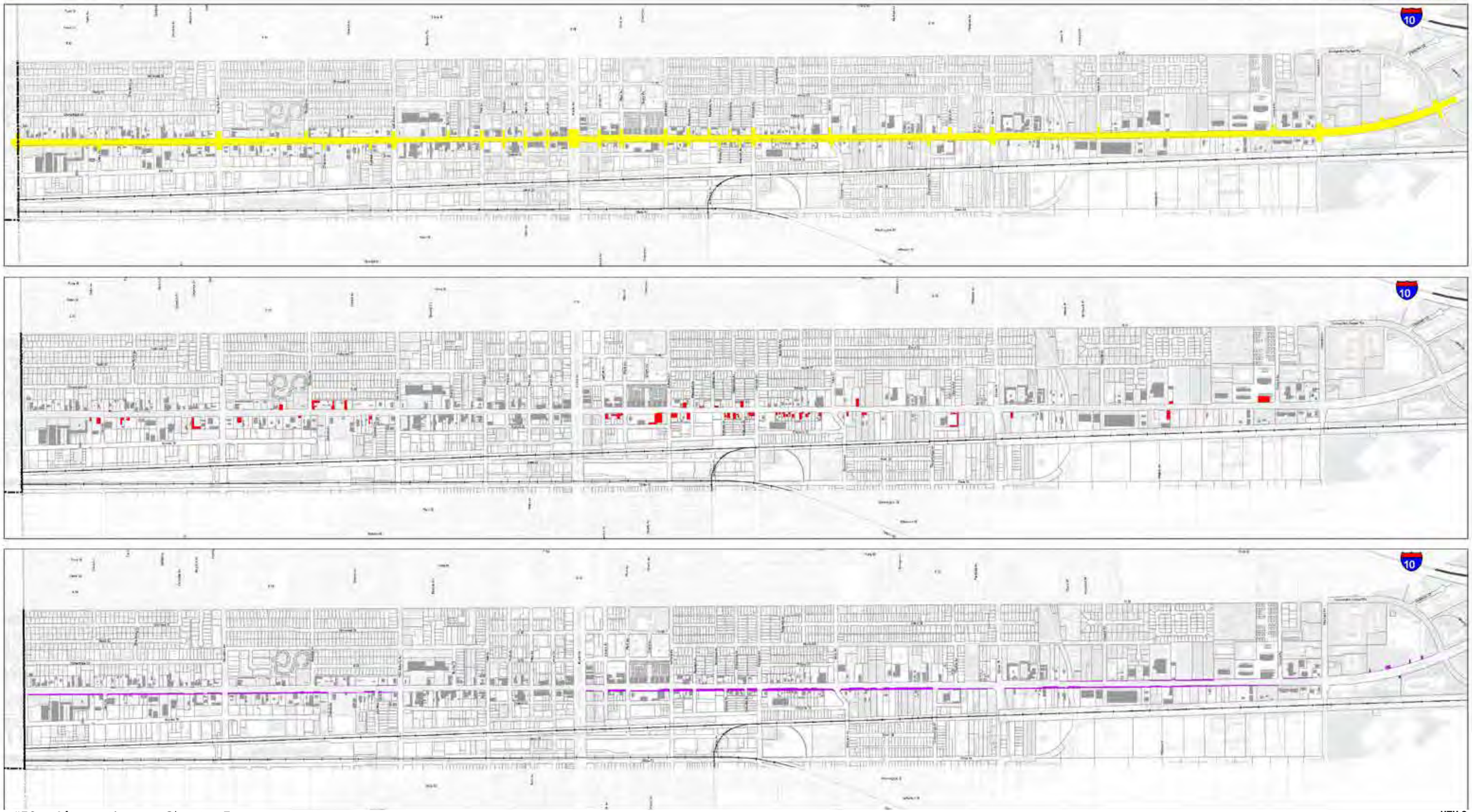




Building Impacts
Parcel Impacts
Right-of-Way Impacts

Figure 4-1: Alternative 1: Impacts to Buildings and Parcels

Data Source: KTU+A, City of Ontario, SANBAG



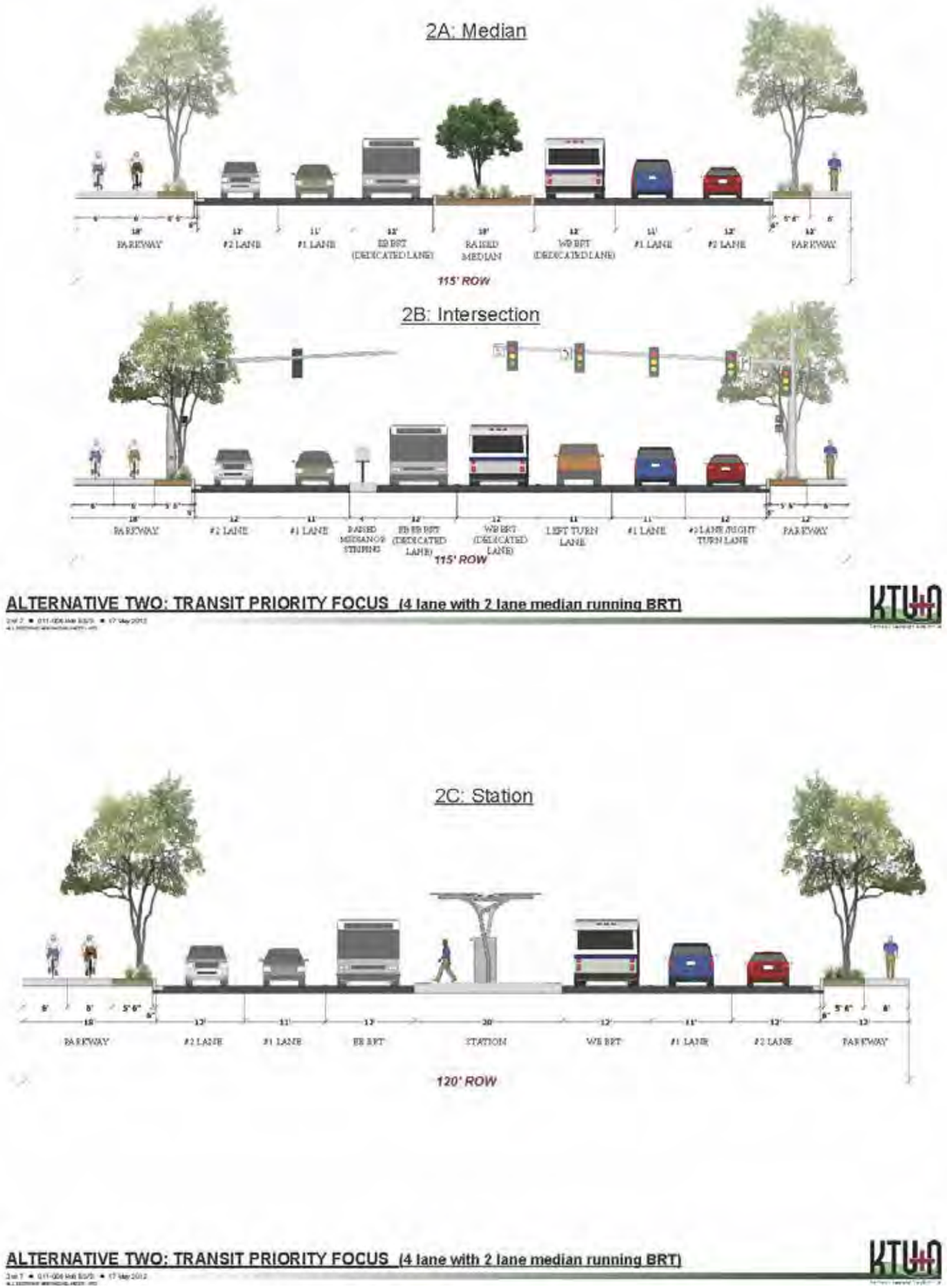
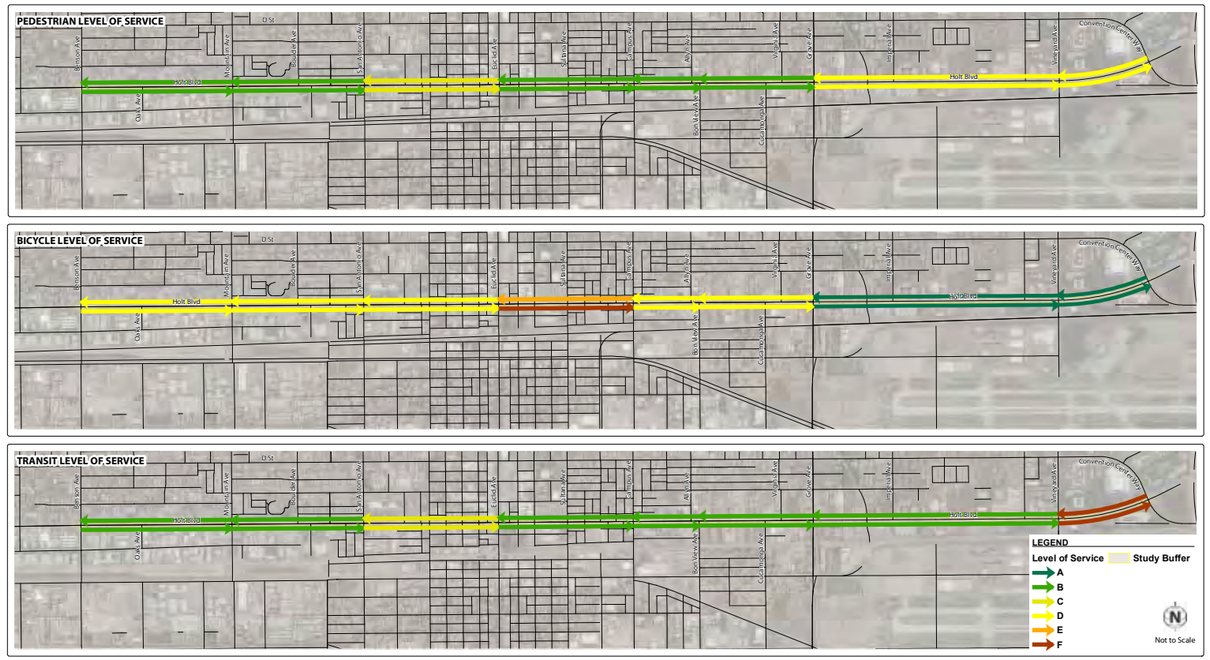


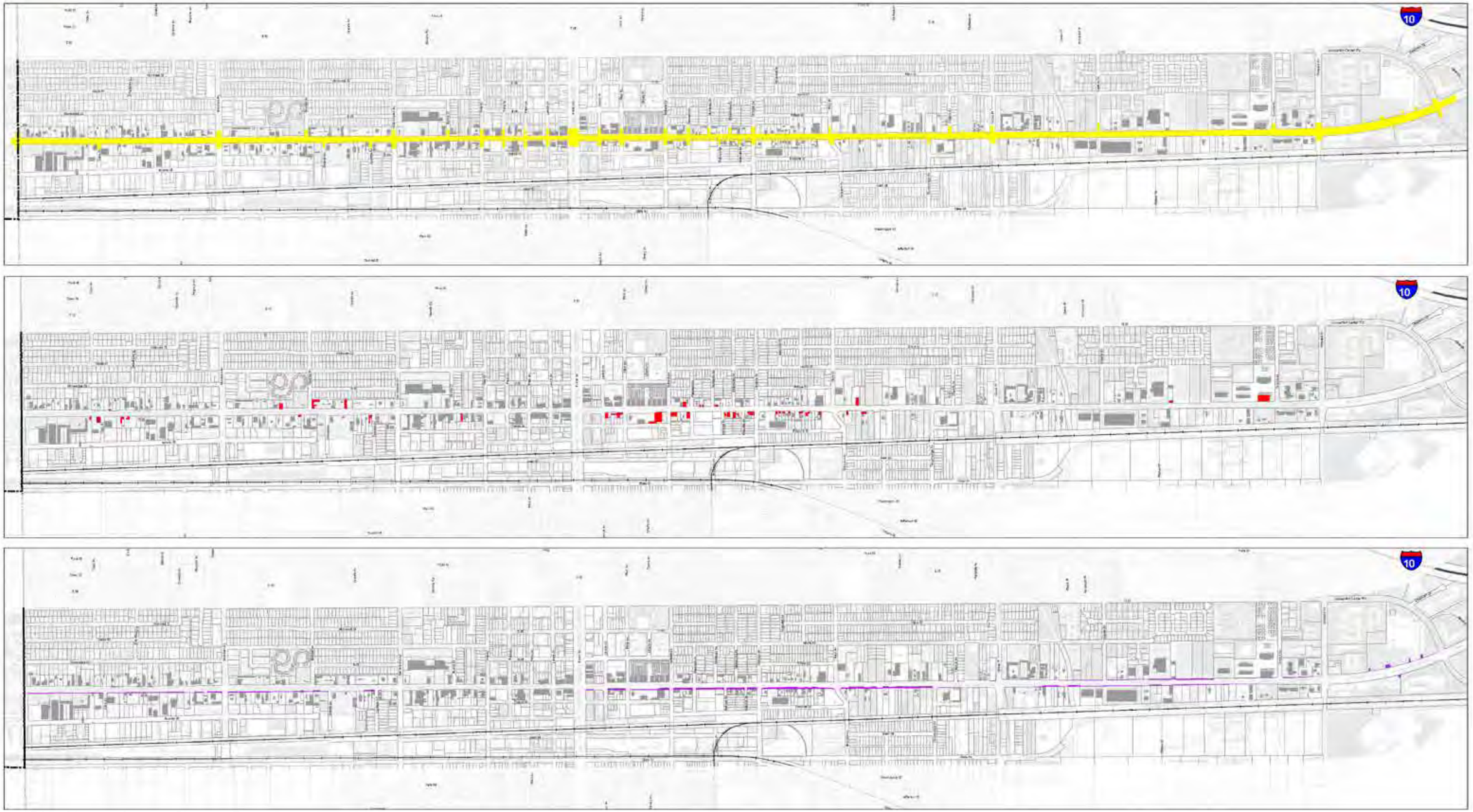
Figure 4-1: Alternative 2: Transit Priority Focus (Median Running BRT)



Building Impacts
Parcel Impacts
Right-of-Way Impacts

Figure 4-1: Alternative 2: Impacts to Buildings and Parcels

Data Source: KTU+A, City of Ontario, SANBAG



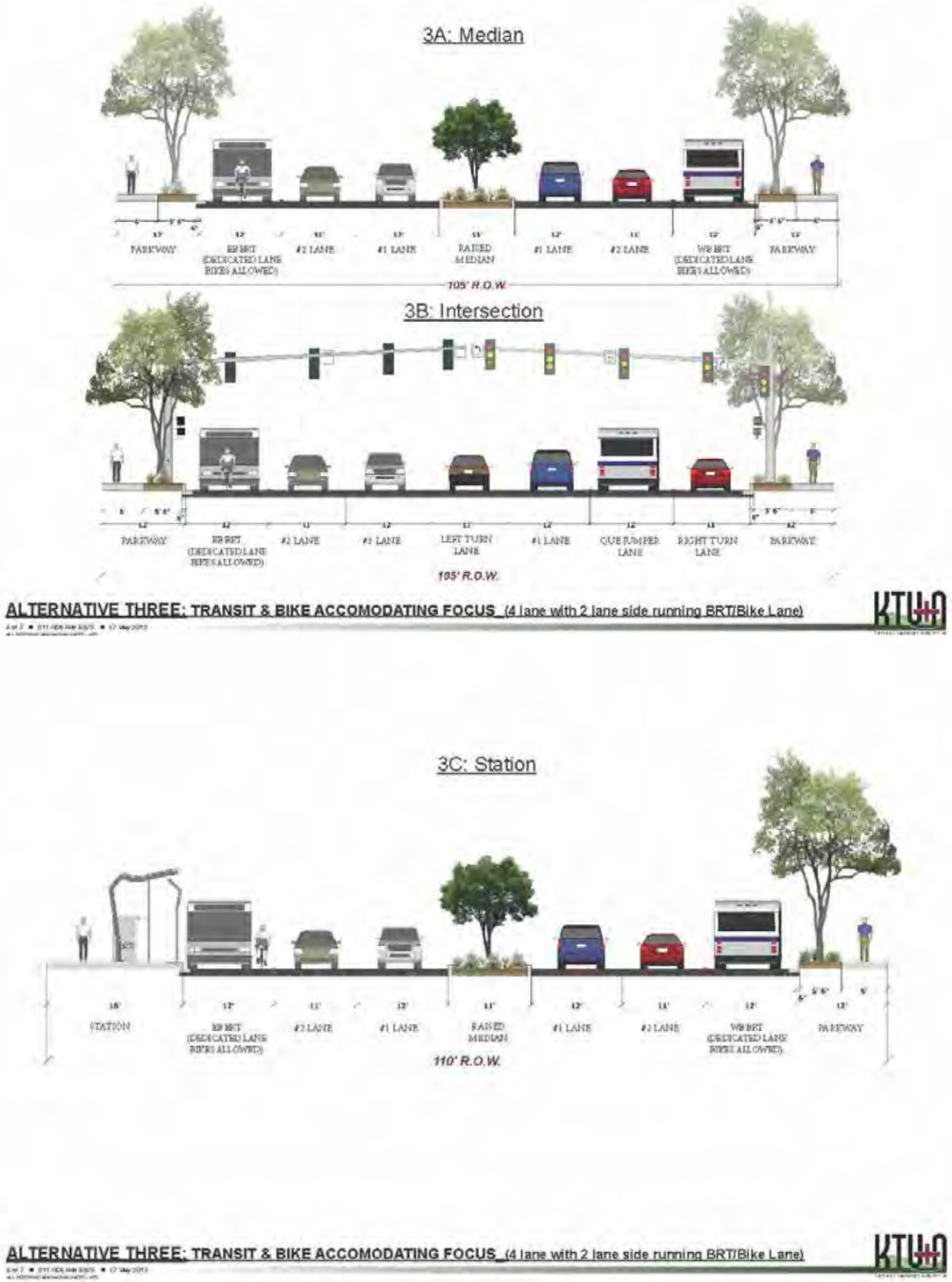
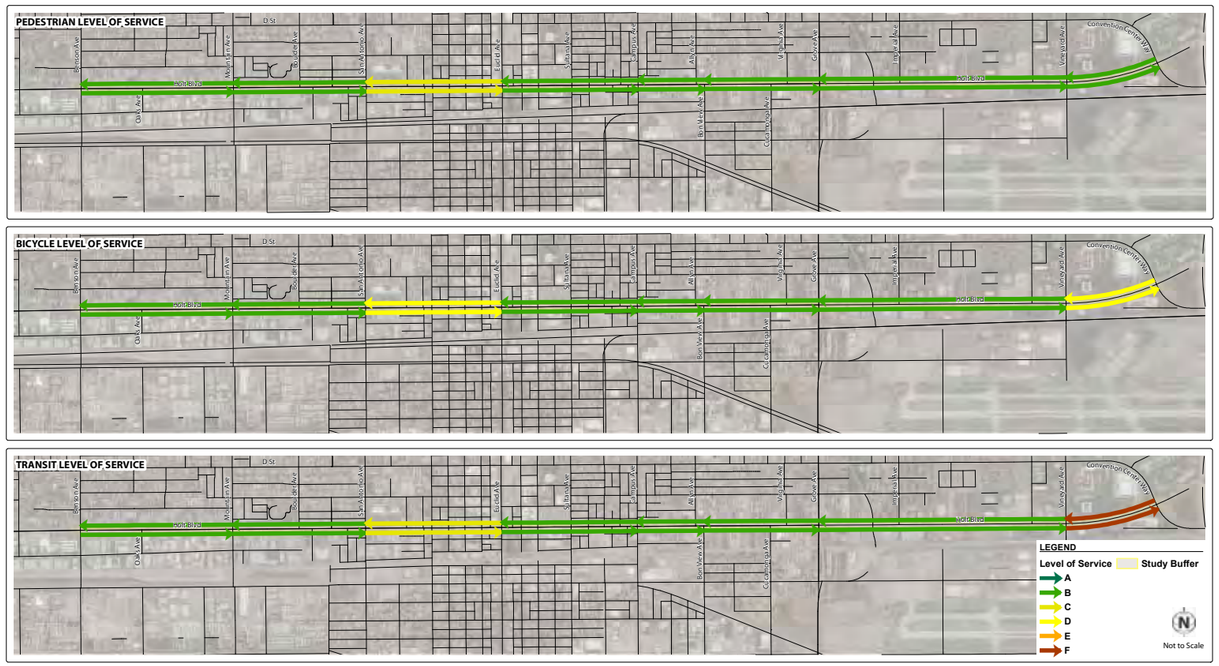


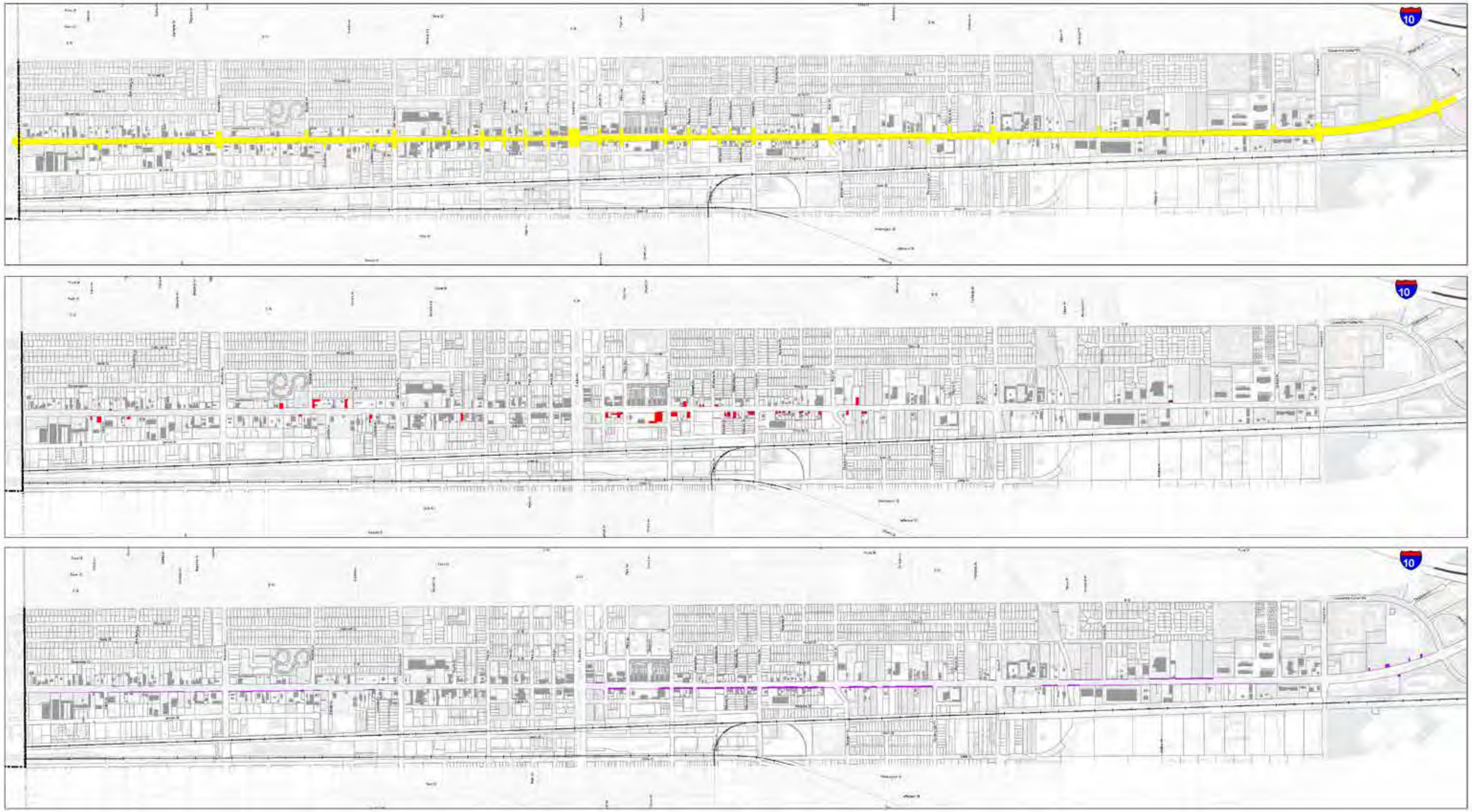
Figure 4-1: Alternative 3 : Transit Priority Focus (Side Running BRT)



Building Impacts
Parcel Impacts
Right-of-Way Impacts

Figure 4-1: Alternative 3: Impacts to Buildings and Parcels

Data Source: KTU+A, City of Ontario, SANBAG



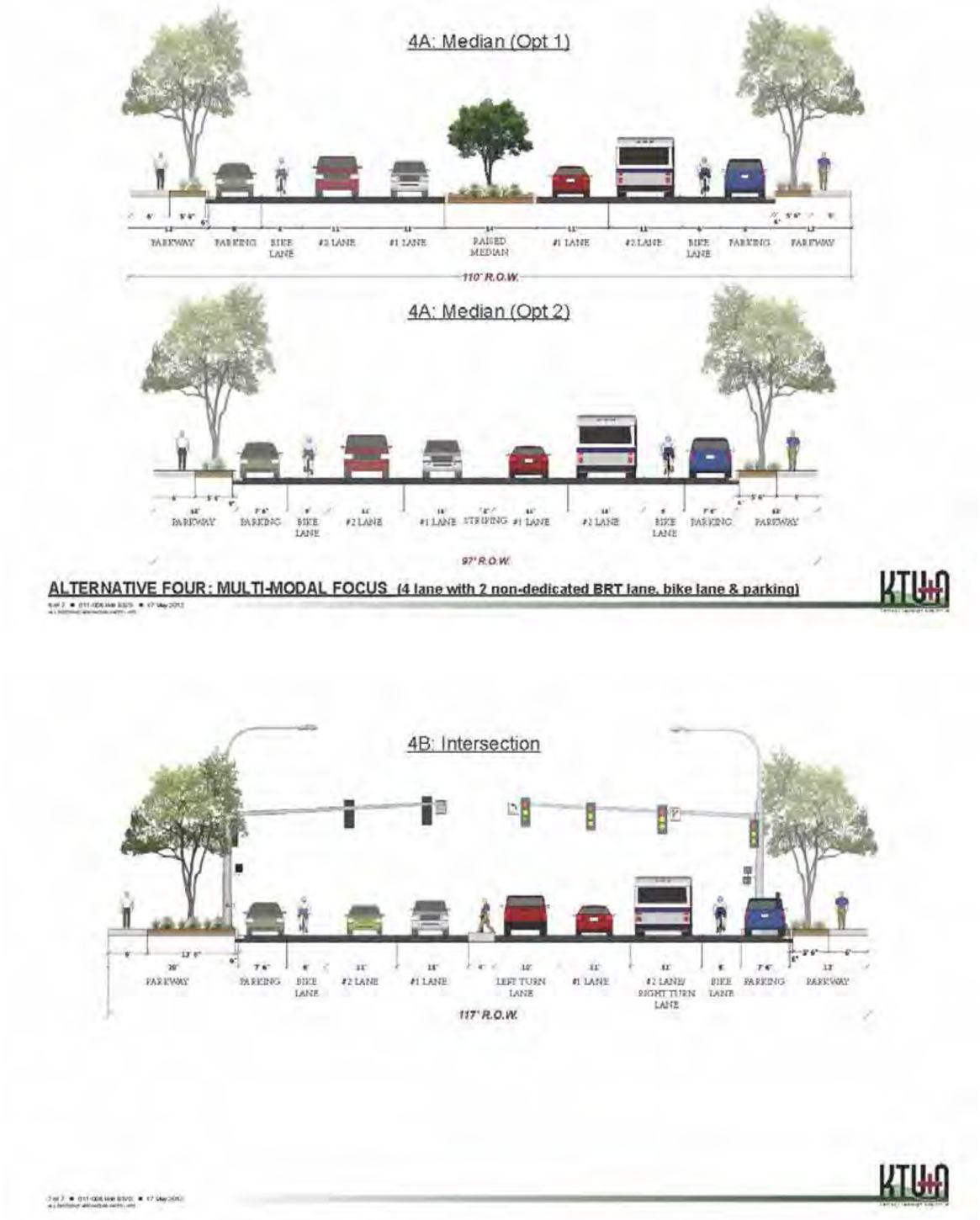
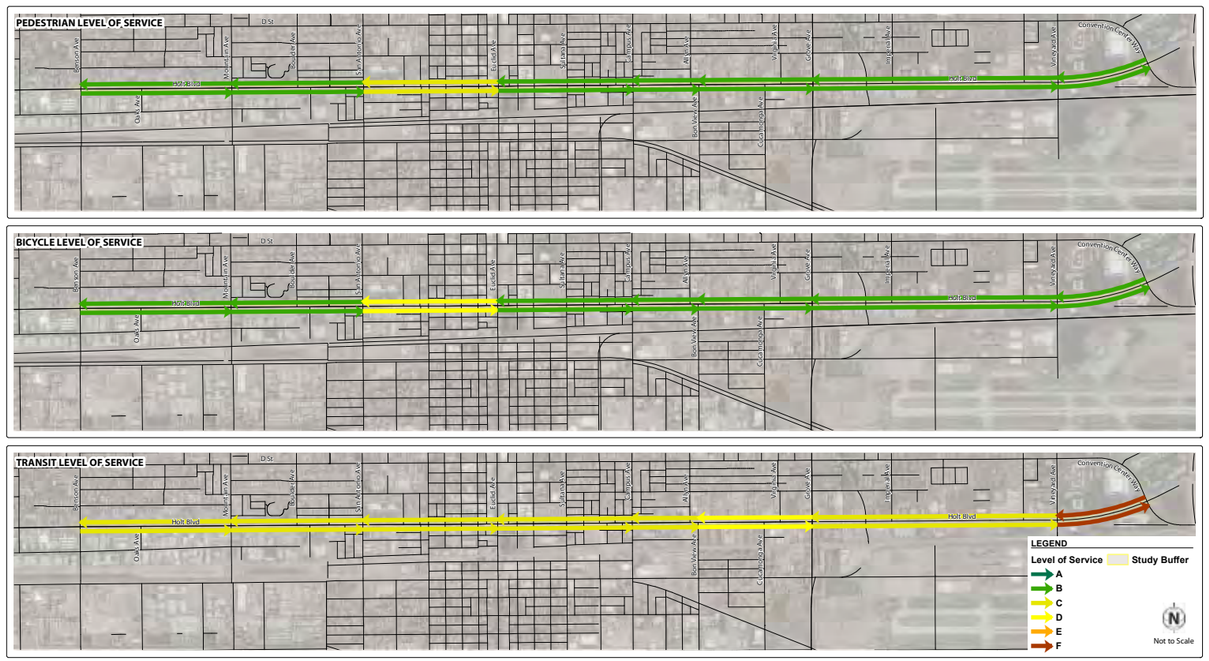


Figure 4-1: Alternative 4: Multi-Modal Focus



Building Impacts
Parcel Impacts
Right-of-Way Impacts

Figure 4-1: Alternative 4: Impacts to Buildings and Parcels

Data Source: KTU+A, City of Ontario, SANBAG

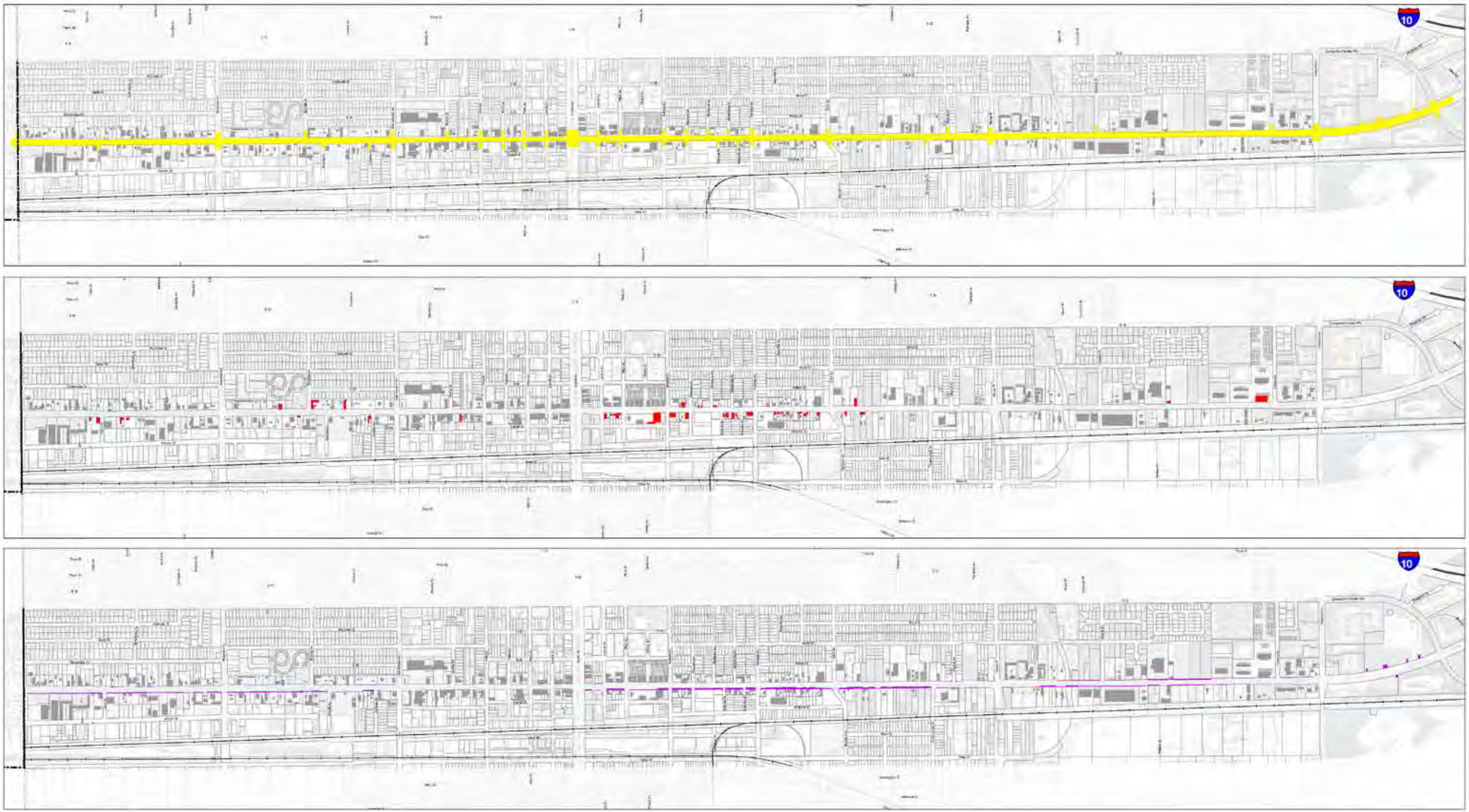
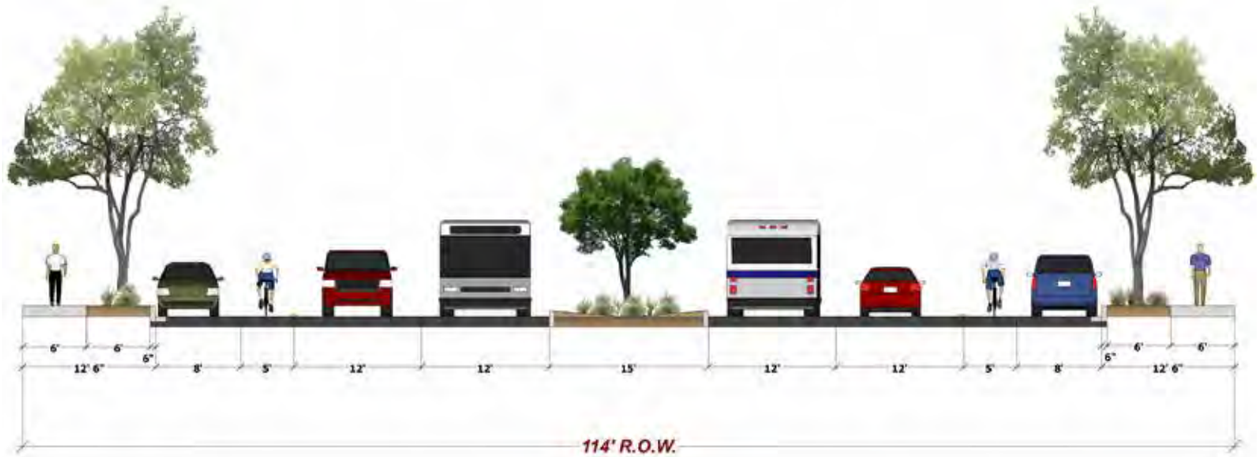


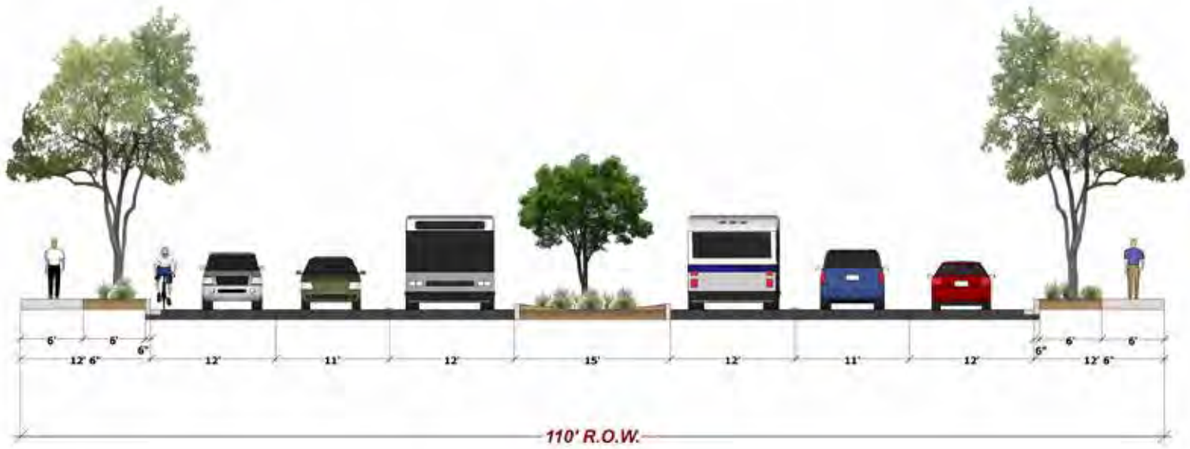
Figure 4-1: Alternative 2.1 (Refined Alt. 2) : Transit Priority Focus (Median Running BRT)

Section A: Benson to San Antonio



Section B: San Antonio to Euclid

Section C: Euclid to Grove

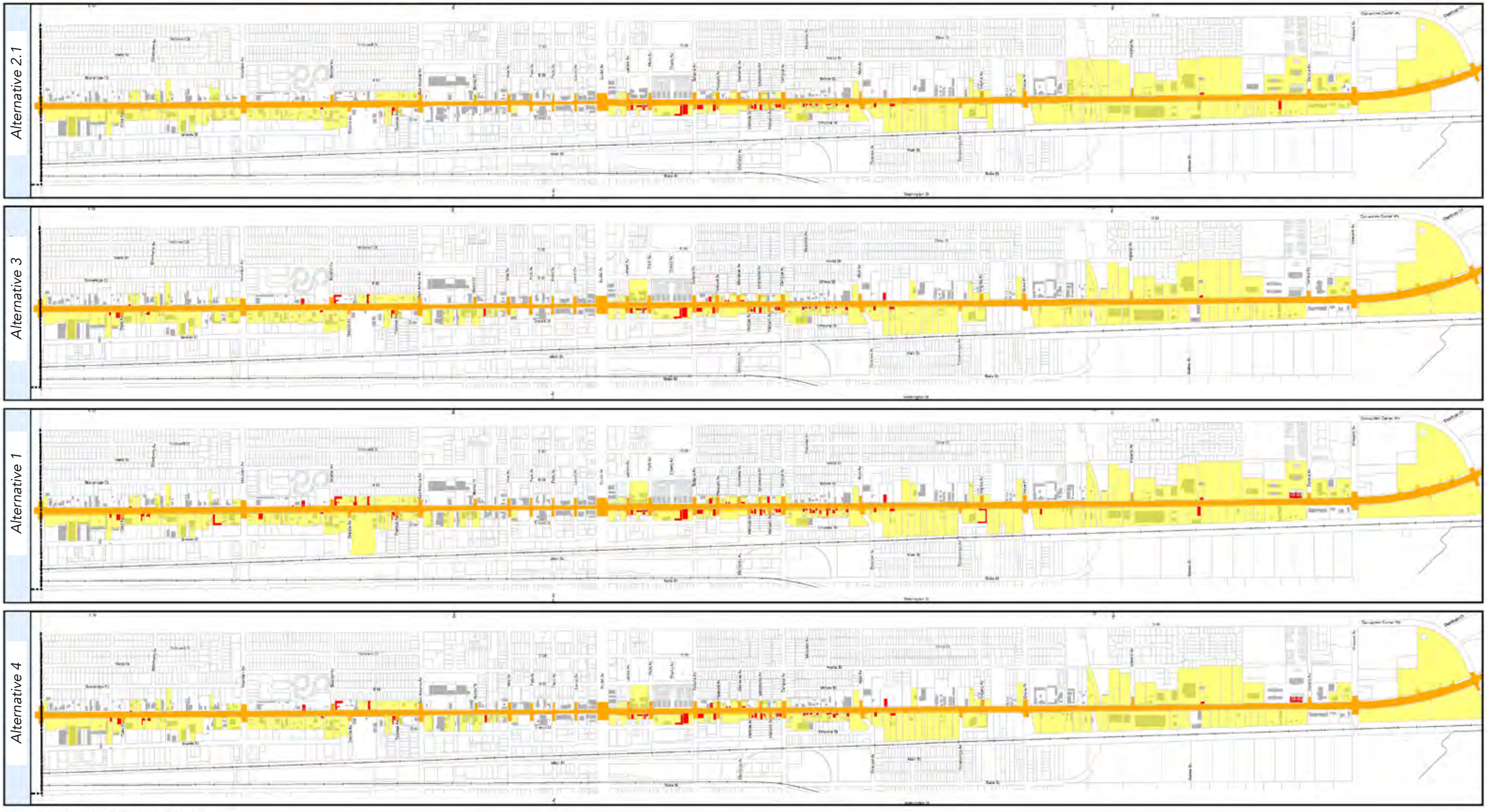


Section D: Grove to Vineyard

Figure 4-1: Alternative 2.1 (Refined Alt. 2) : Overall Site Plan Layout

Figure 4-1: Comparison of Building and Parcel Impacts

Buildings Impacted Parcels Impacted Right-of-Way Impacts



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Table 4-1: Comparison of Alternative Impacts to Buildings and Parcels

ALTERNATIVE	Buildings Impacted: North Side	South Side	Total Buildings
Alt 1: 120' Maximum Alternative	14	49	**63**
Alt 2: 109' Center Running BRT	11	40	**51**
Alt 3: 105'-115' Side Running BRT	10	36	**46**
Alt 4: 109' Multi-Modal	11	40	**51**

ALTERNATIVE	Square Feet Impacted: North Side	South Side	Total Sq Feet
Alt 1: 120' Maximum Alternative	1,583	40,418	**42,002**
Alt 2: 109' Center Running BRT	1,019	24,294	**25,312**
Alt 3: 105'-115' Side Running BRT	816	18,993	**19,810**
Alt 4: 109' Multi-Modal	1,019	24,294	**25,312**

ALTERNATIVE	Parcels Impacted: North Side	South Side	Total Parcels
Alt 1: 120' Maximum Alternative	62	155	217
Alt 2: 109' Center Running BRT	56	157	213
Alt 3: 105'-115' Side Running BRT	55	146	201
Alt 4: 109' Multi-Modal	56	157	213

ALTERNATIVE	Acres Impacted: North Side	South Side	Total Acres
Alt 1: 120' Maximum Alternative	1.5	8.7	10.2
Alt 2: 109' Center Running BRT	1.3	5.1	6.4
Alt 3: 105'-115' Side Running BRT	1.2	3.9	5.1
Alt 4: 109' Multi-Modal	1.3	5.1	6.4

Table 4-1: Weighting Factors as Determined by the PDT and the CAC

	VEHICLES			CYCLISTS			TRANSIT			PEDESTRIANS			HISTORIC			COMMERCE			DESIGN			COSTS			
	Maximized Traffic Flow	Traffic Calming / Lowered Speeds	Goods Movement / Truck Traffic	Appropriate for Serious / Commuter Cyclists	Appropriate for Casual Cyclist	Appropriate for Recreational / Family Cyclist	Quick Access through the Corridor	Convenience for Transit Users	Safety for Transit Users	Buffering from Travel Lane	Safe Intersection Crossings	Safe Median Facilities	Protects Historic Buildings	Protects Bldgs. Of Character	Less ROW Encroachment into Parcels	Provides on-street Parking	Walkways in Front of Businesses	Supports Left Turns into Driveways	Supports Urban Forestry	Supports Storm Water Runoff	Best Scale for Adjacent Urban Form	Low Right of Way Acquisition / Building Relocation Costs	Total Project Costs (regardless of who funds)	Low Costs to the City / Alt. Feasible Funding Sources Exist	
WEIGHTING:	1.50	1.50	1.00	1.00	1.25	1.50	2.00	1.25	1.50	1.50	2.00	1.50	1.50	1.25	1.00	1.25	1.00	1.25	1.25	1.00	1.00	1.00	1.00	2.00	KTU+A
	1.00	1.50	1.00	1.50	1.50	1.50	2.00	1.25	2.00	1.50	2.00	1.25	2.00	1.50	1.00	1.25	2.00	1.00	1.50	1.25	1.25	1.00	1.00	2.00	Omnitrans
	2.00	1.25	1.00	2.00	1.50	1.00	2.00	2.00	2.00	1.50	2.00	2.00	1.50	1.25	1.25	1.25	2.00	1.25	2.00	1.50	1.50	1.25	1.25	1.25	Tom Danna
	1.25	1.50	1.00	1.50	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.50	2.00	1.00	1.50	1.50	2.00	1.50	2.00	1.50	1.50	1.50	1.50	1.50	Rudy Zeledon
	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.50	2.00	1.25	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.25	Jay Bautista
	1.00	1.25	1.50	2.00	1.50	1.25	2.00	2.00	2.00	1.50	2.00	1.25	1.25	1.50	1.00	1.50	2.00	1.25	2.00	1.25	1.50	1.50	2.00	1.25	Kim Ruddins
	2.00	1.50	1.00	1.50	1.25	1.25	2.00	2.00	1.50	1.50	1.50	1.50	1.00	1.00	1.00	1.25	1.50	1.00	1.25	1.25	1.00	1.50	1.50	1.25	Mauricis Diaz
	1.00	2.00	1.25	1.00	1.00	1.00	1.00	1.50	2.00	1.00	2.00	2.00	1.50	1.25	1.00	1.00	2.00	1.25	1.50	1.25	2.00	1.25	1.00	1.50	Melissa Ramirez
	1.00	2.00	1.25	1.00	1.00	1.00	1.00	1.50	2.00	1.25	2.00	2.00	1.50	1.25	1.00	1.00	2.00	1.25	1.50	1.25	2.00	1.25	1.00	1.50	Ron Watson
	1.00	1.00	1.00	1.25	1.25	1.25	2.00	2.00	2.00	1.25	1.50	1.25	1.50	1.25	1.25	1.25	2.00	1.00	1.25	1.00	1.25	1.50	1.50	1.25	Scott Murphy
	1.25	1.25	1.25	1.25	1.25	1.25	1.50	1.50	1.50	2.00	2.00	2.00	2.00	2.00	2.00	1.25	1.25	1.25	2.00	2.00	2.00	1.50	1.50	1.50	Skip Pace
	2.00	1.00	1.20	1.50	1.00	1.00	1.50	2.00	2.00	1.50	2.00	2.00	1.50	1.25	1.00	1.50	1.50	1.00	2.00	2.00	1.50	1.50	1.50	2.00	Barbara Millman
	1.25	2.00	1.00	2.00	1.00	1.50	1.50	2.00	1.50	1.50	2.00	2.00	1.50	1.50	2.00	1.00	2.00	2.00	1.50	1.25	2.00	1.50	1.25	2.00	Cathy Wahlstrom
	1.25	1.50	1.00	1.25	1.00	1.00	1.25	2.00	2.00	1.50	2.00	2.00	1.50	1.25	1.50	1.00	2.00	1.00	2.00	1.25	1.50	1.50	1.00	2.00	Chuck Mercier
	2.00	1.00	1.00	1.50	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.50	2.00	1.50	1.00	1.00	2.00	1.00	2.00	1.50	1.50	1.50	1.50	1.50	Clarice Burden
	1.00	1.50	1.00	1.50	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.50	2.00	1.50	1.00	1.00	2.00	1.00	1.50	1.00	2.00	1.00	1.00	1.00	Diane Ayala
	1.50	1.25	1.00	1.50	1.50	1.00	2.00	1.50	2.00	1.50	2.00	1.25	1.50	1.50	1.00	1.50	2.00	1.50	1.50	2.00	1.50	1.50	1.50	2.00	John Novi
	1.25	1.25	1.25	1.50	1.00	1.00	1.50	2.00	2.00	2.00	2.00	2.00	1.25	1.00	1.00	1.00	2.00	1.00	2.00	1.50	1.50	1.00	1.25	1.50	Lorena
	2.00	1.50	1.00	1.50	1.00	1.00	2.00	2.00	2.00	1.50	1.50	2.00	1.50	1.25	1.00	1.50	1.50	1.25	1.25	2.00	1.50	1.50	1.25	1.25	Travis Norberto
Top Scores	1.43	1.41	1.14	1.43	1.16	1.13	6th 1.70	3rd 1.79	2nd 1.89	1.51	1st 1.92	5th 1.71	9th 1.55	1.32	1.18	1.21	4th 1.78	1.25	7th 1.63	1.41	10th 1.53	1.33	1.30	8th 1.55	

Table 4-1: Comparison of Alternatives from a Multi-modal Level of Service

		Scenario																							
		Existing Conditions						Proposed Alternative 1						Proposed Alternative 2						Proposed Alternative 3						Proposed Alternative 4					
Roadway Segment		Ped. LOS		Bicycle LOS		Transit LOS		Ped. LOS		Bicycle LOS		Transit LOS		Ped. LOS		Bicycle LOS		Transit LOS		Ped. LOS		Bicycle LOS		Transit LOS		Ped. LOS		Bicycle LOS		Transit LOS	
From	To	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
Benson Ave	Mountain Ave	F	D	D	D	E	D	B	B	D	D	C	C	B	B	D	D	B	B	B	B	B	B	B	B	B	B	B	B	C	C
Mountain Ave	San Antonio Ave	D	C	D	D	E	C	B	B	D	D	C	C	B	B	D	D	B	B	B	B	B	B	B	B	B	B	B	B	C	C
San Antonio Ave	Euclid Ave	C	B	D	D	D	E	C	C	D	D	C	C	C	C	D	D	C	C	C	C	D	D	C	C	C	C	D	D	C	C
Euclid Ave	Campus Ave	C	B	F	E	D	C	B	B	F	E	C	C	B	B	F	E	B	B	B	B	B	B	B	B	B	B	B	B	C	C
Campus Ave	Bon View Ave	C	C	D	D	D	C	B	B	D	D	C	C	B	B	D	D	B	B	B	B	B	B	B	B	B	B	B	B	C	C
Bon View Ave	Grove Ave	E	E	D	D	E	E	B	B	D	D	D	D	B	B	D	D	B	B	B	B	B	B	B	B	B	B	B	B	D	D
Grove Ave	Vineyard Ave	D	F	D	D	E	C	B	B	D	D	C	C	D	D	A	A	B	B	B	B	B	B	B	B	B	B	B	B	C	C
Vineyard Ave	Guasti Rd	B	B	D	D	F	F	B	B	D	D	F	F	D	D	A	A	F	F	B	B	D	D	F	F	B	B	B	B	F	F

Table 4-1: Scoring of the Alternatives by the PDT and the CAC

EVALUATION CRITERIA

1. VEHICULAR CAPACITY FOCUS (6 lane with no dedicated BRT lane)

VEHICLES			CYCLISTS			TRANSIT			PEDESTRIANS			HISTORIC			COMMERCE			DESIGN			COSTS			
Maximized Traffic Flow	Traffic Calming / Lowered Speeds	Goods Movement / Truck Traffic	Appropriate for Serious / Commuter Cyclists	Appropriate for Casual Cyclist	Appropriate for Recreational / Family	Quick Access through the Corridor	Convenience for Transit Users	Safety for Transit Users	Buffering from Travel Lane	Safe Intersection Crossings	Safe Median Facilities	Protects Historic Buildings	Protects Bldgs. Of Character	Less ROW Encroachment into	Provides on-street Parking	Walkways in Front of Businesses	Supports Left Turns into Driveways	Supports Urban Forestry	Supports Storm Water Runoff	Best Scale for Adjacent Urban Form	Low Right of Way Acquisition / Building	Total Project Costs (regardless of who	Low Costs to the City / Alt. Feasible Funding	
3.00	-1.00	3.00	2.00	-1.00	-1.00	1.00	1.00	1.00	-1.00	-1.00	2.00	-1.00	-1.00	-1.00	-1.00	1.00	3.00	1.00	1.00	-1.00	-1.00	-1.00	-1.00	KTU+A
-1.00	-1.00	3.00	2.00	-1.00	-1.00	-1.00	-1.00	-1.00	1.00	1.00	1.00	1.00	1.00	1.00	-1.00	2.00	3.00	2.00	1.00	-1.00	-1.00	-1.00	-1.00	Omnitrans
2.00	-1.00	2.00	1.00	-1.00	-1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	-1.00	2.00	1.00	1.00	1.00	-1.00	-1.00	1.00	1.00	Tom Danna
3.00	1.00	3.00	2.00	1.00	-1.00	1.00	2.00	1.00	3.00	1.00	2.00	-1.00	-1.00	-1.00	-1.00	2.00	1.00	2.00	1.50	1.00	-1.00	1.50	1.50	Rudy Zeledon
2	-1	2	2	1	-1	1	1	1	2	1	1	1	1	1	-1	1	2	2	1	1	1	1	1	Jay Bautista
1	1	1	2	1	1	1	2	2	2	1	2	1	1	1	1	2	1	1	1	1	1	1	1	Kim Ruddins
2	1	1	1	2	1	1	1	1	2	2	1	1	1	1	1	2	-1	1	1	1	1	1	1	Mauricio Diaz
2	2	2	-1	-1	-1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	Melissa Ramirez
2	2	2	-1	-1	-1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	Ron Watson
2	1	2	1	1	1	1	1	1	2	1	1	2	2	2	2	1	1	1	1	1	2	2	2	Scott Murphy
2	1	2	1	1	1	1	1	1	2	2	1	2	2	2	2	1	1	1	1	1	1	1	1	Skip Pace
2	-1	2	-1	-1	-1	2	1	1	2	1	1	-1	-1	-1	-1	2	-1	2	2	-1	-1	-1	1	Barbara Millman
2	-1	-1	-1	-1	1	-1	-1	-1	2	1	1	-1	-1	-1	1	2	2	1	2	-1	1	1	2	Kathy Wahlstrom
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Chuck Mercier
1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Clarice Burden
2	1	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Diane Ayala
2	1	2	-1	1	-1	2	1	1	2	2	1	1	1	1	-1	1	2	1	1	1	1	1	1	John Novi
-1	1	1	1	-1	-1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Lorena
2	1	1	2	-1	-1	-1	2	2	1	1	2	2	2	1	1	1	1	2	2	2	2	2	2	Travis Norberto
1.63	0.47	1.68	0.84	0.16	-0.11	0.84	0.95	0.89	1.47	1.21	1.32	0.74	0.74	0.68	0.37	1.37	1.16	1.32	1.18	0.53	0.58	0.82	0.97	Averages

2. TRANSIT PRIORITY FOCUS (4 lane with 2 lane median running BRT)

2.00	2.00	1.00	1.00	3.00	3.00	3.00	2.00	1.00	-1.00	2.00	3.00	0.75	0.75	0.75	-1.00	1.00	-1.00	3.00	3.00	2.00	1.00	1.00	3.00	KTU+A
3.00	3.00	1.00	1.00	2.00	3.00	3.00	2.00	2.00	1.00	2.00	2.00	2.00	2.00	2.00	-1.00	1.00	1.00	2.00	2.00	3.00	-1.00	-1.00	3.00	Omnitrans
1.00	1.00	-1.00	1.00	-1.00	-1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	-1.00	2.00	1.00	1.00	1.00	2.00	-1.00	1.00	1.00	Tom Danna
1.00	2.00	1.00	2.00	1.00	-1.00	3.00	2.00	1.50	3.00	1.00	2.00	1.50	1.50	1.50	-1.00	3.00	1.00	3.00	1.50	1.50	1.50	1.50	1.50	Rudy Zeledon
-1	-1	1	2	2	2	2	1	1	2	1	1	1	1	1	-1	1	1	2	1	1	1	1	1	Jay Bautista
1	2	1	1	2	2	2	1	1	1	1	1	1	1	1	1	-1	-1	1	1	1	1	1	1	Kim Ruddins
2	1	1	2	1	1	2	2	2	2	2	1	1	1	1	1	2	-1	1	1	1	1	1	1	Mauricio Diaz
-1	2	1	1	1	1	2	2	2	2	1	1	1	1	1	1	-1	-1	1	1	1	1	1	1	Melissa Ramirez
-1	2	1	1	1	1	1	2	1	2	-1	-1	1	1	1	1	-1	-1	1	1	1	1	1	1	Ron Watson
1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Scott Murphy
1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Skip Pace
2	-1	2	2	1	1	2	2	2	1	-1	2	2	2	1	-1	1	1	2	1	1	2	1	-1	Barbara Millman
2	-1	2	1	1	2	2	2	2	2	2	2	1	2	1	1	2	2	2	2	2	2	1	2	Kathy Wahlstrom
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Chuck Mercier
2	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	Clarice Burden
1	1	1	2	2	2	2	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	Diane Ayala
2	1	1	2	2	1	2	2	2	2	2	2	1	1	1	-1	1	-1	1	1	1	1	1	1	John Novi
1	1	2	2	1	1	1	2	2	2	1	1	1	1	2	-1	1	1	2	1	2	1	1	1	Lorena
1	2	1	2	1	-1	-1	1	2	1	1	2	2	2	1	-1	1	1	2	2	2	1	2	2	Travis Norberto
1.11	1.11	1.05	1.42	1.26	1.16	1.79	1.74	1.61	1.42	1.16	1.42	1.17	1.22	1.12	0.05	0.95	0.42	1.58	1.29	1.39	0.92	0.97	1.24	Averages

3. TRANSIT & BIKE ACCOMMODATING FOCUS (4 lane with 2 lane side running BRT/Bike Lane)

2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	3.00	2.00	1.00	1.00	2.00	2.75	2.75	-1.00	1.00	2.00	2.00	2.00	2.00	3.00	3.00	2.00	KTU+A
2.00	1.00	-1.00	3.00	1.00	-1.00	2.00	3.00	3.00	1.00	2.00	2.00	3.00	3.00	3.00	-1.00	2.00	2.00	2.00	2.00	2.00	3.00	1.00	2.00	Omnitrans
1.00	-1.00	-1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	-1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	Tom Danna
2.00	1.00	1.50	1.00	-1.00	-1.00	1.50	2.00	2.00	3.00	1.50	1.50	2.00	2.00	2.00	-1.00	2.00	1.50	2.00	1.50	1.50	1.50	1.50	1.50	Rudy Zeledon
-1	-1	1	1	-1	-1	1	1	1	2	1	1	1	1	1	-1	2	1	1	1	1	1	1	1	Jay Bautista
1	1	1	2	1	1	1	2	2	2	1	2	1	1	1	1	1	2	1	1	1	1	1	1	Kim Ruddins
2	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Mauricio Diaz
1	1	1	-1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	Melissa Ramirez
1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	-1	1	1	1	1	1	1	1	1	Ron Watson
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Scott Murphy
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Skip Pace
2	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	Barbara Millman
2	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	Kathy Wahlstrom
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Chuck Mercier
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Clarice Burden
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Diane Ayala
2	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	John Novi
1	2	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	Lorena
1	2	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	Travis Norberto
1.16	0.84	0.87	1.05	0.68	0.32	1.29	1.63	1.74	1.68	1.34	1.45	1.16	1.20	1.25	-0.05	1.21	1.13	1.32	1.29	1.18	1.39	1.24	1.18	Averages

4. MULTI-MODAL FOCUS (4 lane with no dedicated, with Bike Lane & Parking)

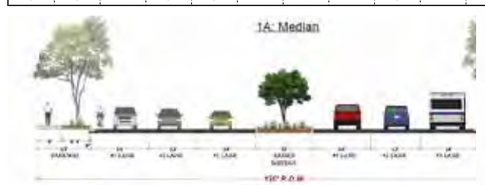
1.00	3.00	-1.00	3.00	2.00	2.00	-1.00	1.00	2.00	3.00	3.00	2.00	3.00	3.00	3.00	3.00	3.00	2.00	2.00	2.00	3.00	2.00	1.00	-1.00	KTU+A
1.00	2.00	2.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00	3.00	3.00	2.00	2.00	2.00	3.00	3.00	2.00	2.00	2.00	2.00	1.00	3.00	-1.00	Omnitrans
1.00	1.00	-1.00	2.00	1.00	-1.00	-1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	Tom Danna
2.00	1.50	1.50	3.00	1.50	-1.00	2.00	1.50	1.50	2.00	1.00	1.50	1.50	1.50	2.00	3.00	2.00	2.00	2.00	1.50	1.50	1.50	1.50	1.50	Rudy Zeledon
-1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	Jay Bautista
-1	2	-1	1	1	-1	-1	-1	-1	2	2	1	1	1	1	2	2	1	1	1	2	1	1	1	Kim Ruddins
2	1	1	2	2	-1	1	1	1	1	1	1	1	1	1	2	2	-1	1	1	1	1	1	1	Mauricio Diaz
1	1	-1	2	2	2	-1	-1	-1	1	1	-1	1	1	1	2	1	2	1	1	1	1	1	1	Melissa Ramirez
1	1	-1	2	2	2	-1	-1	-1	1	1	-1	1	1	1	2	1	2	1	1	1	1	1	1	Ron Watson
1	2	1	1	2	1	1	1	1	2	1	1	2	2	2	2	1	1	1	1	1	2	2	2	Scott Murphy
1	2	1	1	1	1	1	1	1	2	2	1	2	2	2	2	1	1	1	1	2	2	2	1	Skip Pace
-1	2	-1	1	-1	-1	-1	-1	1	1	2	1	1	1	1	2	2	2	2	1	2	1	2	2	Barbara Millman
1	2	1	2	1	1	-1	-1	-1	2	1	1	2	1	1	1	2	1	1	2	2	1	1	1	Kathy Wahlstrom
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Chuck Mercier
1	1	1	-1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	Clarice Burden
1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	Diane Ayala
-1	2	1	2	2	1	1	1	1	2	2	-1	2	1	2	2	2	1	-1	1	1	1	1	1	John Novi
-1	1	1	1	-1	-1	1	1	-1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	Lorena
-1	2	1	2	2	1	1	1	1	2	2	-1	1	1	2	2	1	2	1	1	1	1	1	1	Travis Norberto
0.47	1.55	0.45	1.58	1.29	0.53	0.32	0.50	0.61	1.63	1.53	0.82	1.45	1.29	1.42	1.95	1.74	1.26	1.11	1.18	1.39	1.18	1.29	0.92	Averages

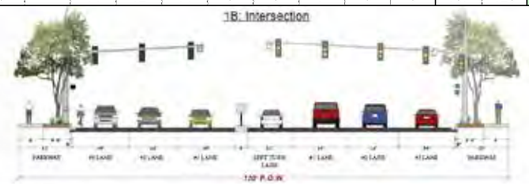
Table 4-1: Composite Ranking of All 4 Alternatives as Selected by the City of Ontario, OmniTrans and the Consultant Team

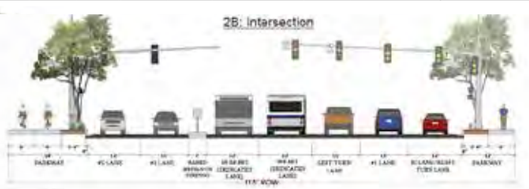
ALTERNATIVE FEATURE DESCRIPTIONS

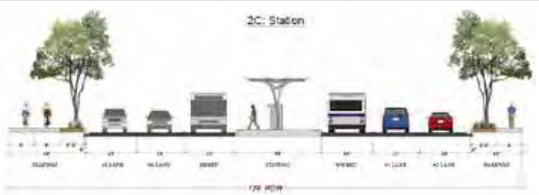
CROSS SECTION & FEATURE SUMMARY

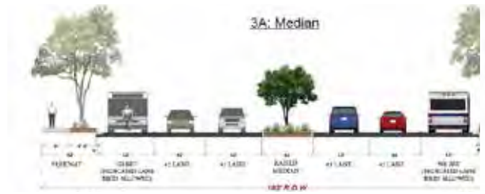
ALTERNATIVE	Sidewalk	Bike Path or Platform	Parkway	Parking Lane	Bike Lane	Lane 3 or BRT Lane	Lane 2	Lane 1	Dedicated BRT	Median or Platform	Dedicated BRT	Left Turn Lane	Lane 1	Lane 2	Lane 3 or BRT Lane	Bike Lane	Parking Lane	Parkway	Bike Path	Sidewalk	Total Curb to Curb	Total Right of Way
1. VEHICULAR CAPACITY FOCUS (6 lane with no dedicated BRT lane)																						
Median Cross Section	6	0	7	0	0	14	12	14	0	14	0		14	12	14	0	0	7	0	6	107	120
2. TRANSIT PRIORITY FOCUS (4 lane with 2 lane median running BRT)																						
Median Cross Section		12	6	0	0	0	12	11	12	15	12	0	11	12	0	0	0	6	0	6	97	115
3. TRANSIT & BIKE ACCOMMODATING FOCUS (4 lane with 2 lane side running BRT/Bike Lane)																						
Median Cross Section	6	0	6	0	0	12	11	12	0	11	0	0	12	11	12	0	0	6	0	6	93	105
4. MULTI-MODAL FOCUS (4 lane with no dedicated, with Bike Lane & Parking)																						
Median Cross Section	6	0	6	8	6	0	11	11	0	14	0	0	11	11	0	6	8	6	0	6	98	110
2.1 REFINED ALT. 2.0 TRANSIT FOCUS (Hybrid Center Running BRT)																						
West End Section	6	0	6.5	8	5	0	0	12	12	15	12	0	12	0	0	5	8	6.5	0	6	101.5	114
Central West of Euclid	11	0	0	0	0	0	12	12	0	0	0	10	12	12	0	0	0	0	0	11	69	80
Central East of Euclid	6	0	6.5		0	0	12	11	12	15	12	0	11	12	0	0	0	6.5	0	6	97.5	110
East End Section	6	0	6.5		5	0	12	11	12	15	12	0	11	12	0	5	0	6.5	0	6	107.5	120

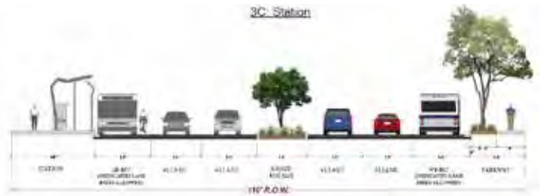


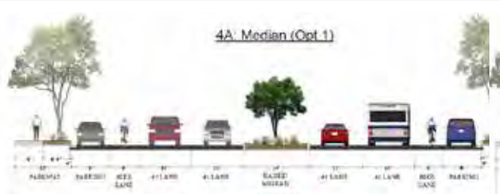


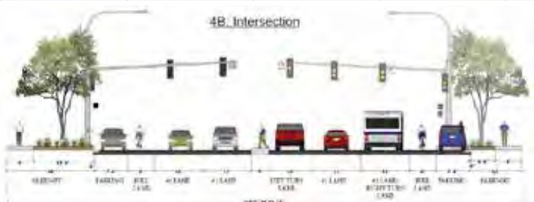


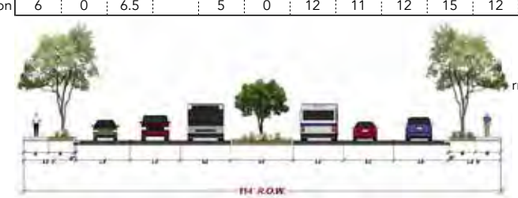












EVALUATION CRITERIA

ALTERNATIVE	VEHICLES			CYCLISTS			TRANSIT			PEDESTRIANS			HISTORIC			COMMERCE			DESIGN			COSTS		
	Maximized Traffic Flow	Traffic Calming / Lowered Speeds	Goods Movement / Truck Traffic	Appropriate for Serious /	Appropriate for Casual Cyclist	Appropriate for Recreational /	Quick Access through the	Convenience for Transit Users	Safety for Transit Users	Buffering from Travel Lane	Safe Intersection Crossings	Safe Median Facilities	Protects Historic Buildings	Protects Bldgs. Of Character	Less ROW Encroachment	Provides on-street Parking	Walkways in Front of Businesses	Supports Left Turns into	Supports Urban Forestry	Supports Storm Water Runoff	Best Scale for Adjacent Urban	Low Right of Way Acquisition /	Total Project Costs (regardless of who Low Costs to the City / Alt. Feasible
WEIGHTING*	1.43	1.41	1.14	1.43	1.16	1.13	1.70	1.79	1.89	1.51	1.92	1.71	1.55	1.32	1.18	1.21	1.78	1.25	1.63	1.41	1.53	1.33	1.30	1.55
1. VEHICULAR CAPACITY FOCUS (6 lane with no dedicated BRT lane)																								
Median Cross Section	1.63	0.47	1.68	0.84	0.16	-0.11	0.84	0.95	0.89	1.47	1.21	1.32	0.74	0.74	0.68	0.37	1.37	1.16	1.32	1.18	0.53	0.58	0.82	0.97
WEIGHTING:	1.43	1.41	1.14	1.43	1.16	1.13	1.70	1.79	1.89	1.51	1.92	1.71	1.55	1.32	1.18	1.21	1.78	1.25	1.63	1.41	1.53	1.33	1.30	1.55
2. TRANSIT PRIORITY FOCUS (4 lane with 2 lane median running BRT)																								
Median Cross Section	1.11	1.11	1.05	1.42	1.26	1.16	1.79	1.74	1.61	1.42	1.16	1.42	1.17	1.22	1.12	0.05	0.95	0.42	1.58	1.29	1.39	0.92	0.97	1.24
WEIGHTING:	1.43	1.41	1.14	1.43	1.16	1.13	1.70	1.79	1.89	1.51	1.92	1.71	1.55	1.32	1.18	1.21	1.78	1.25	1.63	1.41	1.53	1.33	1.30	1.55
3. TRANSIT & BIKE ACCOMMODATING FOCUS (4 lane with 2 lane side running BRT/Bike Lane)																								
Median Cross Section	1.16	0.84	0.87	1.05	0.68	0.32	1.29	1.63	1.74	1.68	1.34	1.45	1.16	1.20	1.25	-0.05	1.21	1.13	1.32	1.29	1.18	1.39	1.24	1.18
WEIGHTING:	1.43	1.41	1.14	1.43	1.16	1.13	1.70	1.79	1.89	1.51	1.92	1.71	1.55	1.32	1.18	1.21	1.78	1.25	1.63	1.41	1.53	1.33	1.30	1.55
4. MULTI-MODAL FOCUS (4 lane with no dedicated, with Bike Lane & Parking)																								
Median Cross Section	0.47	1.55	0.45	1.58	1.29	0.53	0.32	0.50	0.61	1.63	1.53	0.82	1.45	1.29	1.42	1.95	1.74	1.26	1.11	1.18	1.39	1.18	1.29	0.92
WEIGHTING:	1.43	1.41	1.14	1.43	1.16	1.13	1.70	1.79	1.89	1.51	1.92	1.71	1.55	1.32	1.18	1.21	1.78	1.25	1.63	1.41	1.53	1.33	1.30	1.55
2.1 REFINED ALT. 2.0 TRANSIT FOCUS (Hybrid Center Running BRT)																								
West End Section	1.50	2.00	1.50	2.00	1.50	1.50	1.50	1.00	1.00	2.00	2.00	2.00	0.50	0.50	1.00	1.50	1.50	1.00	1.50	1.50	1.50	1.00	1.00	1.50

ALTERNATIVE	Unweighted Score	Weighted Score	
1. VEHICULAR CAPACITY FOCUS (6 lane with no dedicated BRT lane)	21.8	33.04	RANKED #5
2. TRANSIT PRIORITY FOCUS (4 lane with 2 lane median running BRT)	28.6	43.11	RANKED #2
3. TRANSIT & BIKE ACCOMMODATING FOCUS (4 lane with 2 lane side running BRT/Bike Lane)	27.6	41.93	RANKED #3
4. MULTI-MODAL FOCUS (4 lane with no dedicated, with Bike Lane & Parking)	27.4	40.03	RANKED #4
2.1 REFINED ALT. 2.0 TRANSIT FOCUS (Hybrid Center Running BRT)	33.5	49.66	RANKED #1

Base weighting (neutral)	1.00	Somewhat more important than base	1.25	Important compared to base	1.50	Very important compared to base	2.00
rnative meets criteria the best	3	Alternative meets criteria well	2	Alternative marginally meets criteria	1	Alternative does not meet criteria	-1
Average Range	2+	Alternative meets criteria well	1.5-2	Alternative marginally meets criteria	1-1.5	Alternative does not meet criteria	<1

Figure 4-1: Initial Cultural District Concept

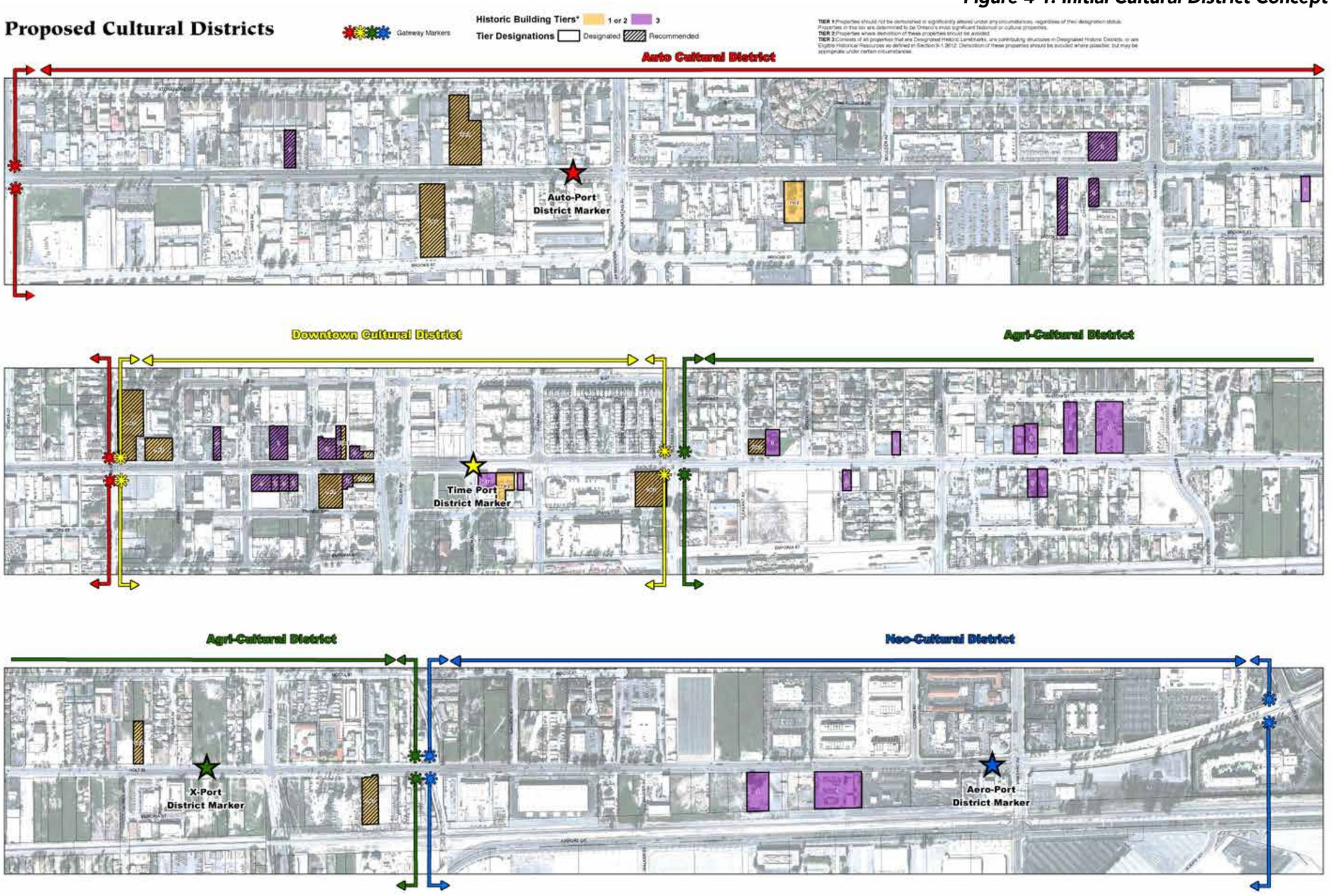


Figure 4-1: Initial Cultural District Concept

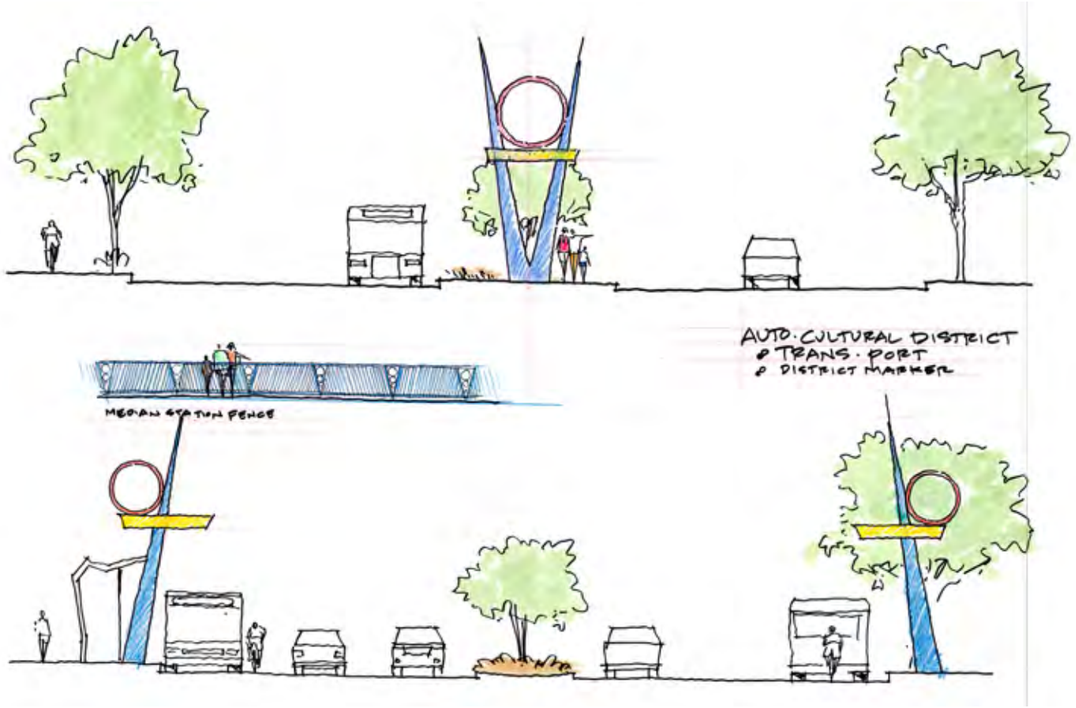


Figure 4-1: Initial Cultural District Concept

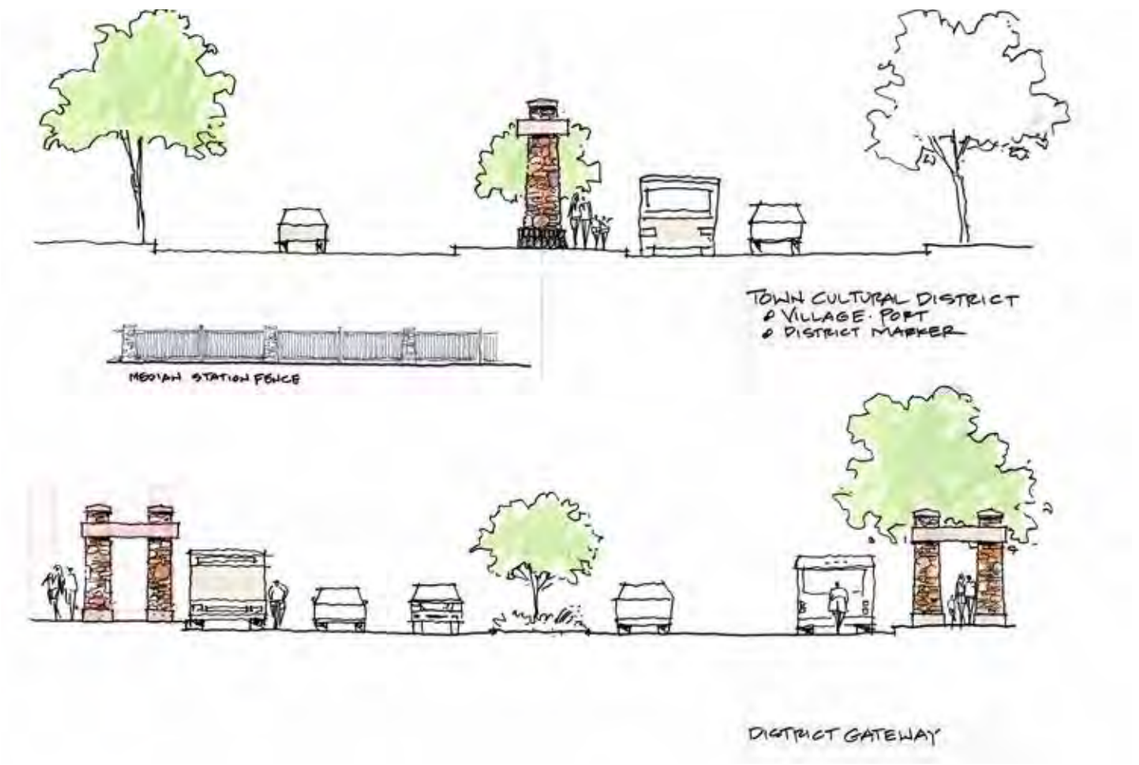
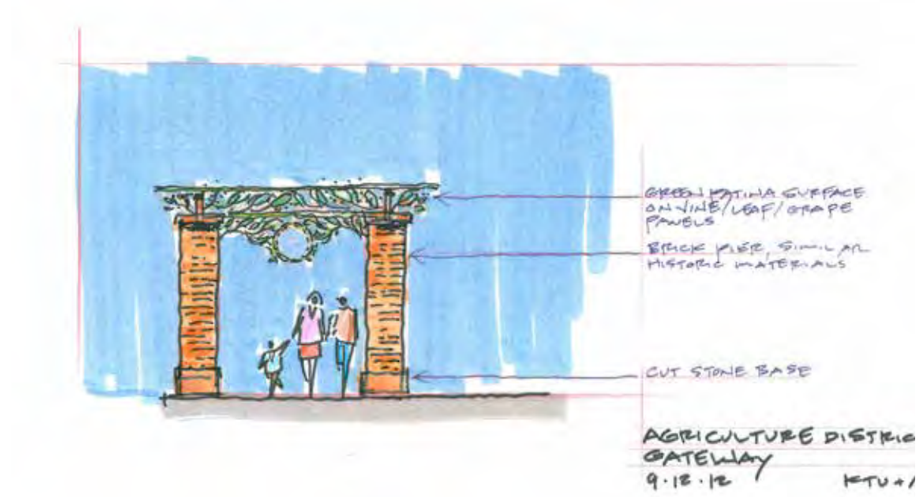
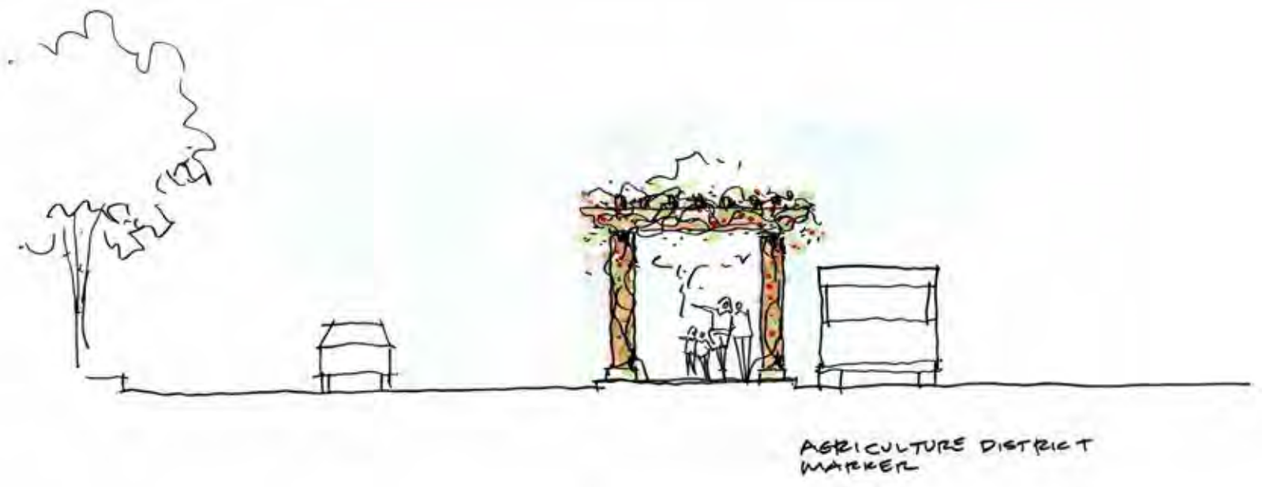
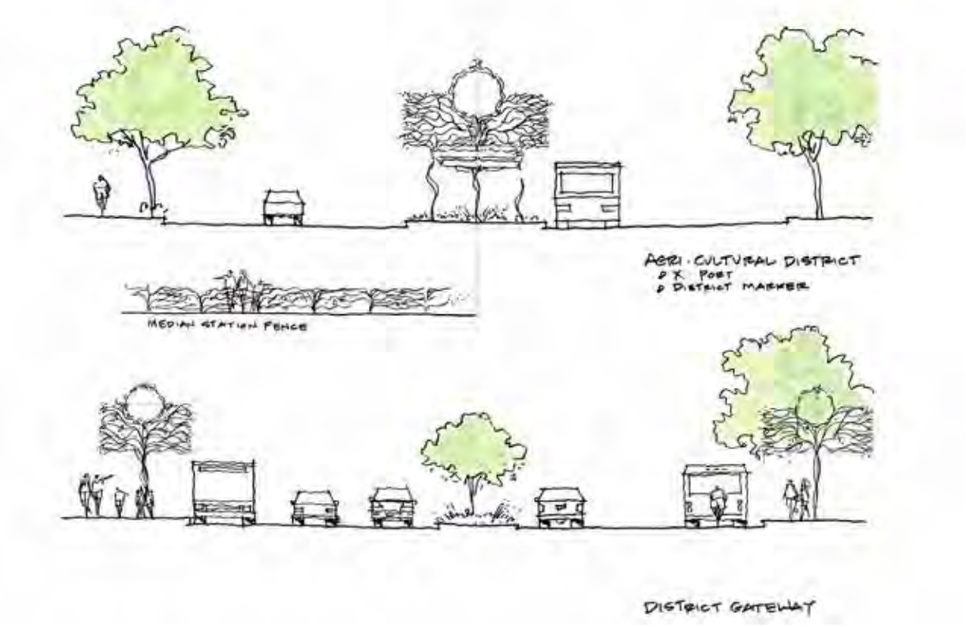


Figure 4-1: Initial Cultural District Concept







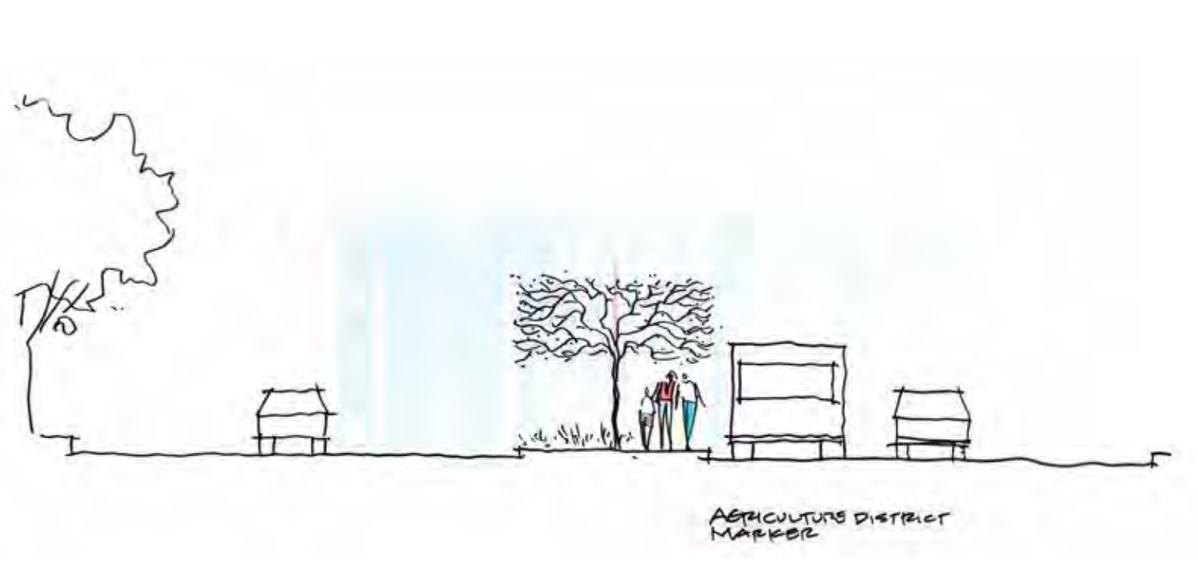


Figure 4-1: Initial Cultural District Concept

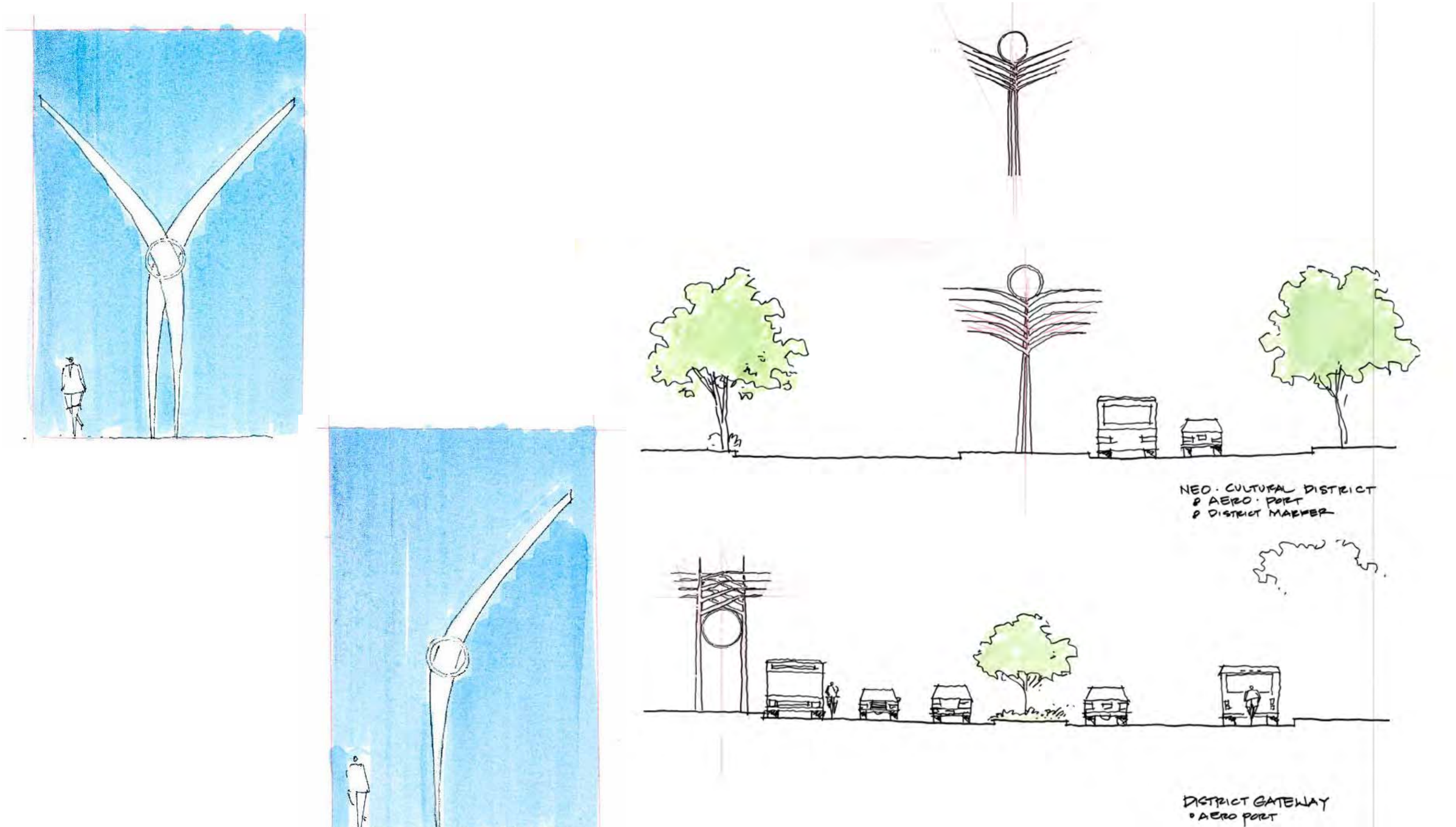


Figure 4-1: Refined Auto-Cultural and Downtown- Cultural District Concept

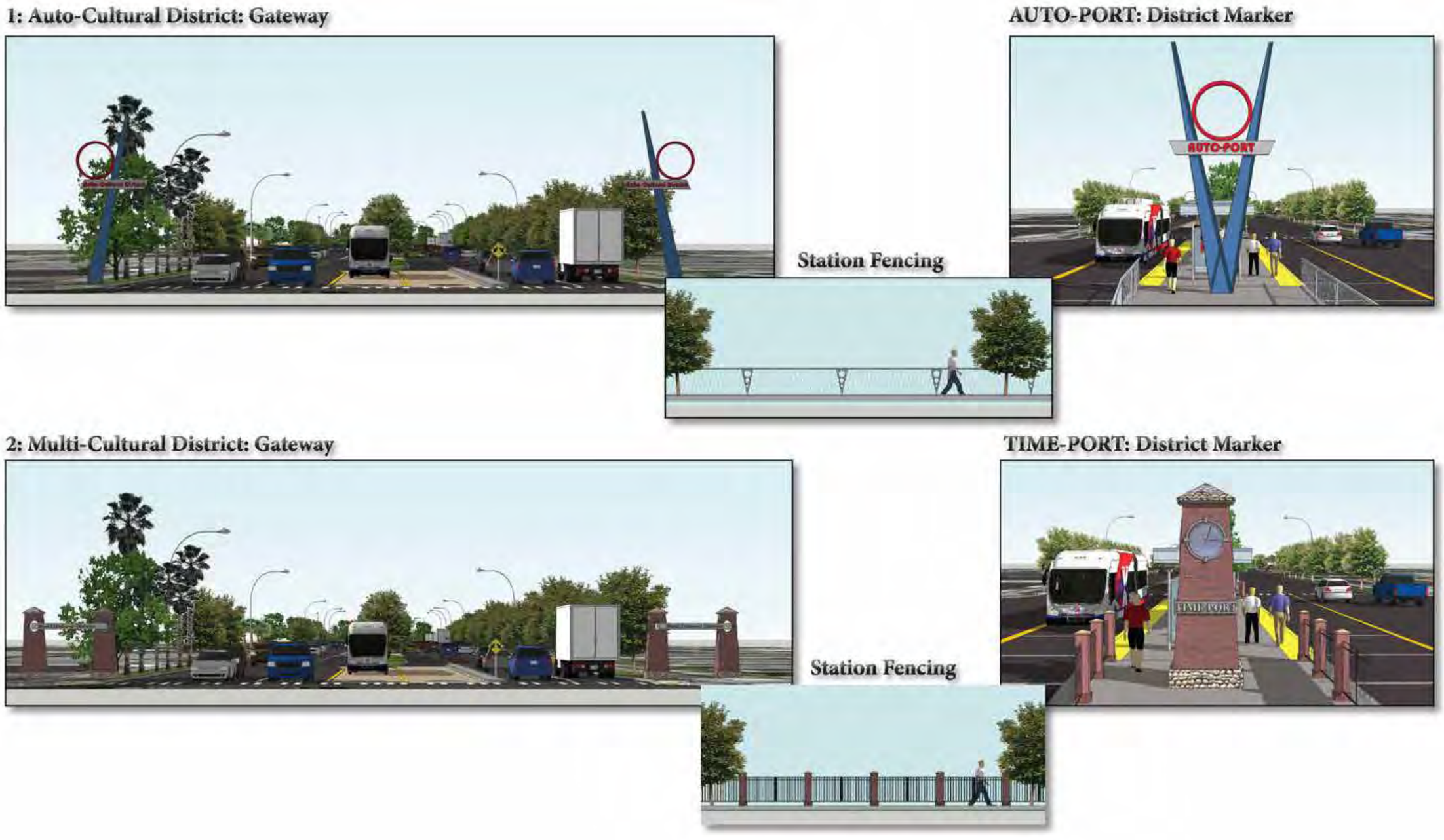
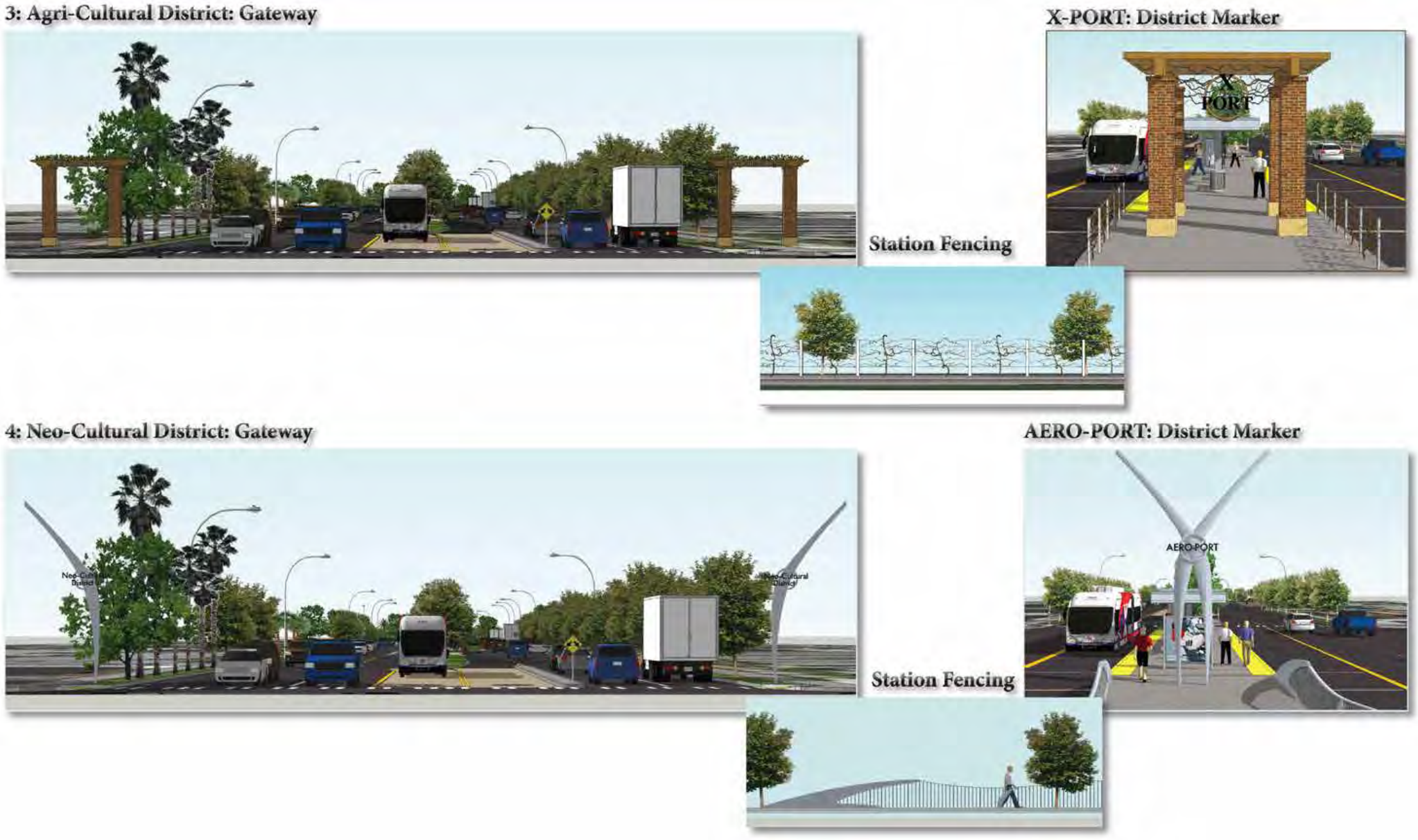


Figure 4-1: Refined Agri-Cultural & Neo-Cultural District Concepts



CHAPTER

FIVE

Recommended Plan

5. RECOMMENDED PLAN

5.1 Conceptual Plan Overview

This plan represents the best balance of vehicular throughput, transit accommodation, walkability, cultural resource protection, and urban design opportunities that will help Holt Boulevard become a more complete street. All modes were equally accommodated with the exception of bike use. The limitations of the right of way and the protection of architectural resources and businesses along the corridor would not allow for the inclusion of a bike lane along the full length of the corridor. However, this plan suggests the development of a bike boulevard from Benson through to the bike path on West Cucamonga Creek. This concept is very supportive of the transit BRT concept being put forth by OmniTrans. To be competitive for federal funding, local transit agencies need to strive to get more than 50% of the BRT corridors as dedicated or priority lanes with queue jumpers at intersections. This plan has been able to accommodate more than 85% of the study area as BRT median running dedicated lane (see Table 5-1).

Figure 5-1 shows the final cross section recommendations. All of the alternatives support some form of a parkway strip or street trees along the full corridor. Three of the roadway segments allow for median design treatments. Figure 5-2 provides an overview of the concepts, going from the east end at Vineyard to the west end at Benson. Figure 5-3 shows some additional details for the proposed concept plan for lighting, signage, crosswalks and entry markers.

5.2 Right of Way Requirements

The proposed plan will require the expansion of the right of way from an average of 90' in narrower sections at the west end, out to 120' in some locations. The San Antonio to Euclid segment will remain at 80' right of way to protect the various buildings in this zone. A major expansion will be necessary from Lemon to Grove Place, going from 80' out to a new right of way of 110'. A number of buildings are in conflict with this new right of way, but every effort was made to limit the number of buildings lost. Another major expansion will be required from Allyn Ave. to Grove Ave. Fortunately, this section has a low number of buildings in conflict with the new right of way. The segment from Grove Avenue to Vineyard will require some areas to expand from 80' to 120', but most parcels along this segment are empty and those with buildings are set back enough to avoid a conflict.

Figure 5-4 shows the overlay of the right of way with existing parcels and buildings. Based on GIS analysis, impacts have been determined to parcels and building demolitions (see Tables 5-2, 5-3 and 5-4). These figures are based on partial right of way information that will need to be surveyed in much greater detail. These plans will require further engineering and transit design by OmniTrans. Given the preliminary nature of this study, the buildings impacted and parcels affected should be considered only as a preliminary estimate. OmniTrans will be required to provide more detailed surveying, engineering and environmental review to determine the full impacts of their proposed project. Figure 5-5 indicates probable demolitions required by the proposed expansion of Holt Boulevard.

5.3 Driving Focused Improvements

The proposed improvements along Holt Boulevard include new medians, added traffic signals at two proposed locations, two new intersections suggested to support future development (between Vineyard and Grove Avenue), new pavements, new lane markings (reconfigured to 11' and 12' lane widths) and upgraded synchronized traffic signals. These can be seen on the fold-out maps in the back of this study.

5.4 Walking & Streetscape Focused Improvements

One of the major crossing improvements recommended by this plan is a two-phased pedestrian actuated traffic signal. This feature is referred to as two phased since a pedestrian that actuates the signal will only cross one side at a time. They will then enter a controlled corral, where they will have to push another crossing button. This allows only one side of the boulevard to be controlled at one time, reducing the red light phase to less than half if this was a single phase crossing. This system is proposed between Mountain and Oaks Avenue, and at West Cucamonga Creek where the bike trail will enter Holt Boulevard. This bike connection requires this type of safe crossing for both pedestrians and cyclists. Because of the location of the Euclid sbX station, a new pedestrian actuated crossing will also be required. All other intersections are proposed to include a modified ladder style cross walk, current ADA standards for ramps and pedestrian signals, and bulb-outs where allowed.

The overall walking environment will be made safer and more comfortable with the addition of street trees, street lights, street furnishings and parkway plantings (see Figure 5-6). Typical layouts of trees and plantings are shown on Figure 5-7 and on the fold-out maps in the back of the report. The recommended plant materials are shown on Figures 5-8 and 5-9.

5.5 Cycling Focused Improvements

Class 2 bike lanes are recommended from Grove Avenue out to Vineyard. From Vineyard to Guasti, the plan recommends the construction of a Class 1 bike path, separated from the roadway by 5' (or by a vertical barrier) with two way traffic on the south side of Holt. This path could lead to the new transit hub proposed at the airport and connect with future bike paths proposed along the creek east of Guasti. It could also serve as a highly visible walking path from the airport to the convention center. Figure 5-10 discusses the addition of a bike boulevard on adjacent streets north of Holt using low volume streets such as Stoneridge, Vesta and Nocta.

5.6 Transit Focused Improvements

The environment for transit users in their pedestrian mode has been discussed above. In addition to these benefits, transit users will enjoy new transit stations with many amenities. These stations have been conceptualized on Figure 5-12 through 5-15. This portion of the improvements will be fully controlled by OmniTrans during subsequent planning and engineering efforts.

5.7 Proposed Design Districts

The proposed design districts have evolved throughout this study. Their final configuration and naming are shown on Figure 5-11. Figures 5-12 through 5-15 show the locations, character and elements proposed for district entry gateways, as well as district markers located at each of the four proposed sbX BRT stations. Integration of Holt Boulevard lighting, street trees and district interpretive panels will be mixed with specific sbX shelter design and fencing requirements that can be handled in an artful way that tie into the district markers.

Table 5-1: Summary of Dedication Lanes

SUMMARY OF BRT LANES

Entire Corridor	Benson	4.85 miles
Center Running Dedicated Lanes	Interstate 10	3.41 miles
70.31% of corridor with transit priority		
Probable Corridor*	Benson to	3.99 miles
Center Running Dedicated Lanes	Vineyard	3.41 miles
85.46% of corridor with transit priority		

* It is likely that the corridor will turn on Guasti to go to a proposed transit hub. Guasti could probably handle some form of dedicated lane. However, this study did not include roadways beyond Holt Blvd.

Table 5-1: Parcels Impacted by ROW expansion

Parcels Impacted

Alternative*	North Side	South Side	Total Parcels
Alt 1: 120' Maximum Alternative	62	155	**217**
Alt 2: 109' Center Running BRT	56	157	**213**
Alt 2.1: 110'-120' Center Running BRT Hybrid	68	162	**230**
Alt 2.2 Preferred Alternative	48	141	**189**
Alt 3: 105'-115' Side Running BRT	55	146	**201**
Alt 4: 109' Multi-Modal	56	157	**213**

Acres Impacted

Alternative*	North Side	South Side	Total Acres
Alt 1: 120' Maximum Alternative	1.5	8.7	**10.2**
Alt 2: 109' Center Running BRT	1.3	5.1	**6.4**
Alt 2.1: 110'-120' Center Running BRT Hybrid	1.7	6.2	**7.9**
Alt 2.2 Preferred Alternative	1.2	5.0	**6.1**
Alt 3: 105'-115' Side Running BRT	1.2	3.9	**5.1**
Alt 4: 109' Multi-Modal	1.3	5.1	**6.4**

Table 5-1: Buildings Impacted by ROW expansion

Buildings Impacted

Alternative*	North Side	South Side	Total Buildings
Alt 1: 120' Maximum Alternative	14	49	**63**
Alt 2: 109' Center Running BRT	11	40	**51**
Alt 2.1: 110'-120' Center Running BRT Hybrid	9	38	**47**
Alt 2.2 Preferred Alternative	1	30	**31**
Alt 3: 105'-115' Side Running BRT	10	36	**46**
Alt 4: 109' Multi-Modal	11	40	**51**

Square Feet Under New ROW (not full demolished buildings)

Alternative*	North Side	South Side	Total Sq Feet
Alt 1: 120' Maximum Alternative	1,583	40,418	**42,002**
Alt 2: 109' Center Running BRT	1,019	24,294	**25,312**
Alt 2.1: 110'-120' Center Running BRT Hybrid	877	24,823	**25,700**
Alt 2.2 Preferred Alternative	383	20,156	**20,539**
Alt 3: 105'-115' Side Running BRT	816	18,993	**19,810**
Alt 4: 109' Multi-Modal	1,019	24,294	**25,312**

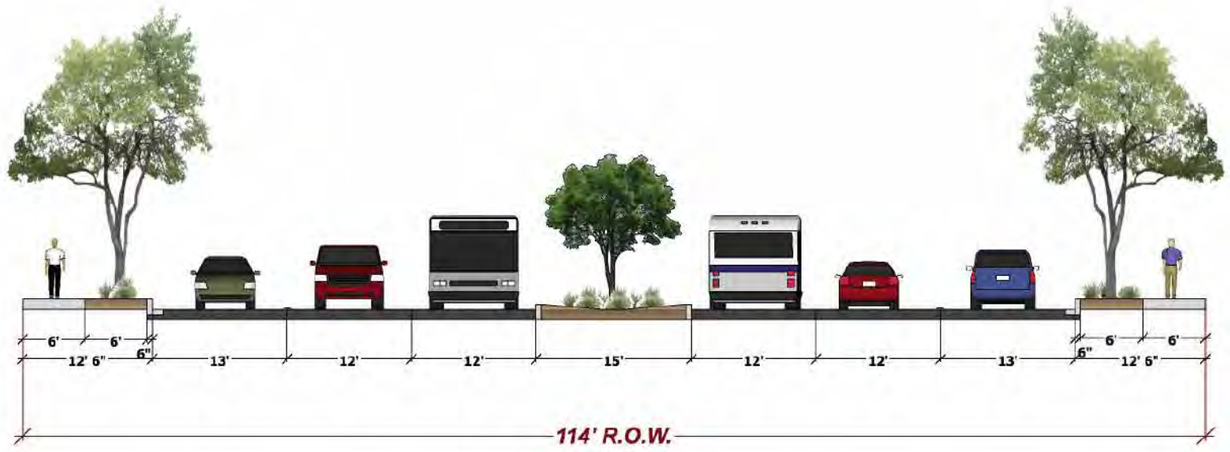
Table 5-1: Building SF Probably Requiring Demolition

Square Feet of Probable Demolition*

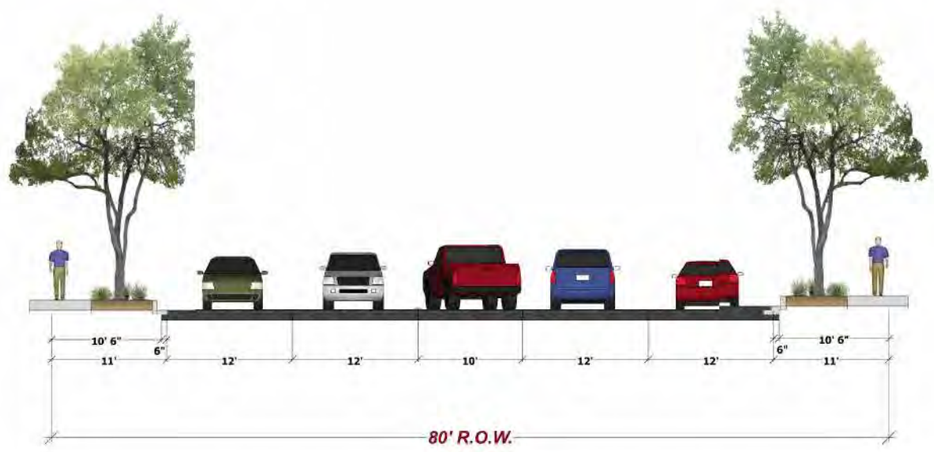
*SF includes the full size of the demolished building	North Side	South Side	Total Sq Feet
Alt 2.2 Preferred Alternative	30,976	112,035	**143,011**

Figure 5-1: *Roadway Cross Sections*

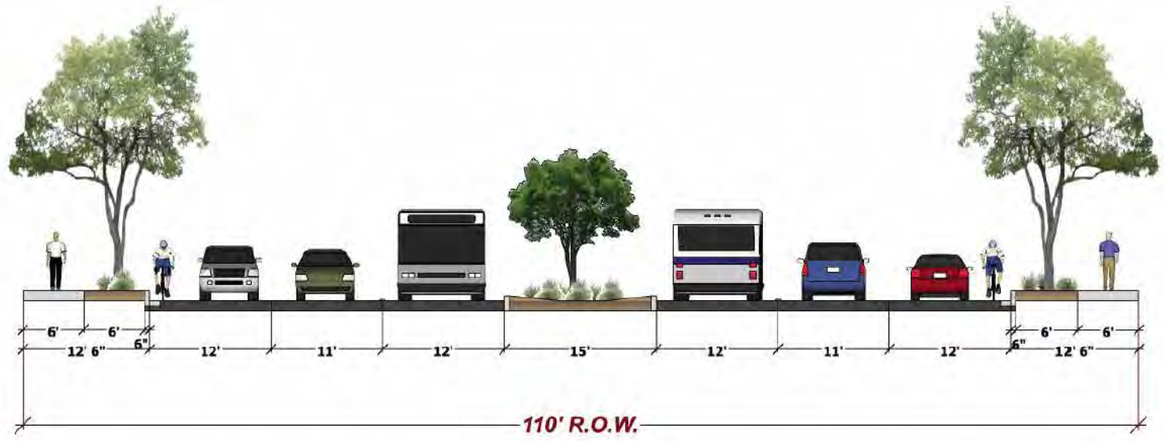
Section A: Benson to San Antonio (Roadside District)



Section B: San Antonio to Euclid (Downtown District)



Section C: Euclid to Grove (Grove District)



Section D: Grove to Vineyard (Aviation District)

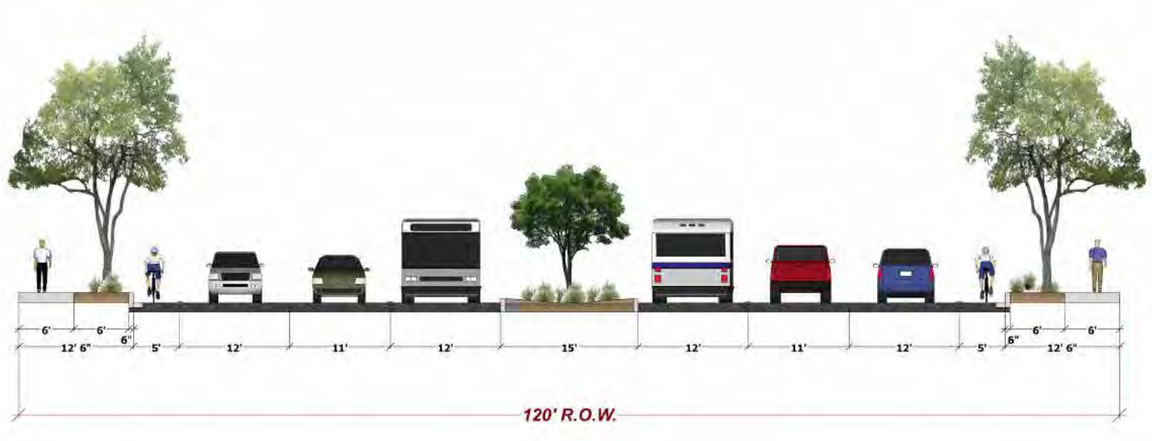


Figure 5-1: Overview of the Conceptual Plan

The images are numbered from east to west, the direction you would be looking and traveling in sequence, if you were westbound.

25) At Benson Looking East (Roadside District)

23) At Lemon Looking West (Downtown District)

22) The Mountain Avenue sbX Station Looking West (Roadside District)

24) At Benson Looking West (Roadside District)

21) At Mountain Avenue Looking West (Roadside District)

20) At Fern Avenue Looking West (Downtown District)

18) At Laurel Looking West (Downtown District)

15) At Lemon Looking West (Downtown District)

19) At Palm Avenue Looking West (Downtown District)

17) At Euclid Looking West (Downtown District)

14) At Plum Looking West (Downtown District)

16) At the sbX Euclid Station Looking West (Downtown District)

13) At Sultana Looking West (Beginning of the Downtown District)

12) At Allyn / Bon View Looking West (Grove District)

10) At Grove Looking West (Grove District)

9) Grove District Marker just East of Cucamonga Creek (Grove District)

11) View of the Grove sbX Station Looking West (Grove District)

8) At West Cucamonga Creek Looking Back to the East (Aviation / Grove District Border)

7) At West Cucamonga Creek Looking West (Aviation / Grove District Border)

5) At New Recommended Street East of Corona Looking West (Aviation District)

3) At Corona Looking West (Aviation District)

6) At Imperial Looking West (Aviation District)

4) At Un-named Driveway East of Corona Looking West (Aviation District)

2) Aviation District Marker at the sbX Station Located West of Vineyard

1) At Vineyard Looking West (Aviation District)

Figure 5-1: Conceptual Plan Details

Aviation Gateway markers (breakaways for safety)

Dual median lights using the Carpenteria Standard with pendant light modification

Signage includes sbX branding & banners at stations & gateways (Vineyard Station)

Crosswalk design in concrete using recycled glass for color with integral concrete color

Recommended two-Phase crossing for peds & bikes • standard light actuated by user • 1 side stopped at a time (near W. Cucamonga Creek)

Building Impacts
Parcel Impacts
Right-of-Way Impacts

Figure 5-1: *Right of Way Expansion Impacts*

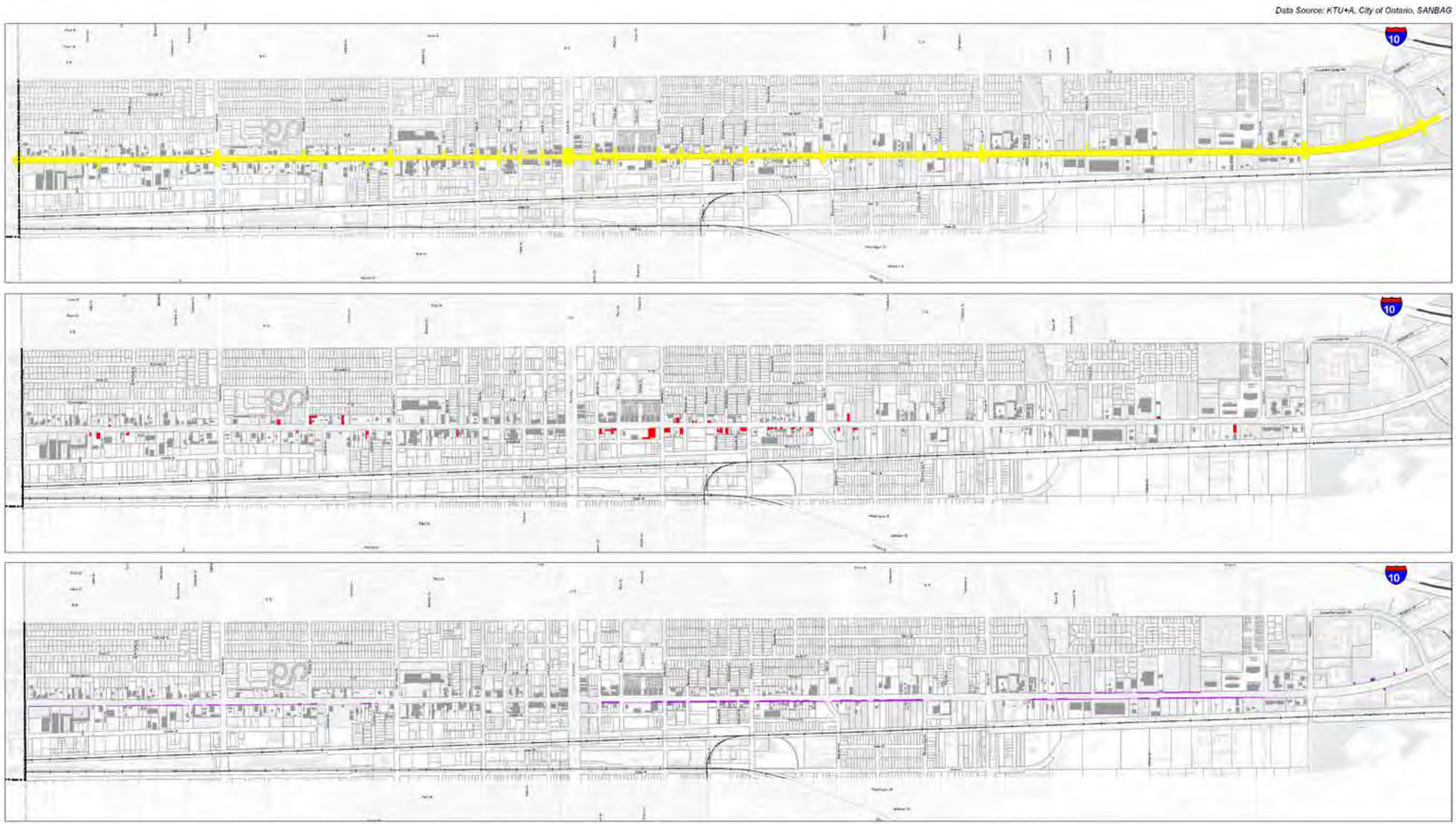


Figure 5-1: *Proposed Demolitions**

** This is a preliminary map of potential building demolitions that may be required to accommodate the roadway expansions for 110' right of ways at the narrowest expansion point and 120' at its widest. No expansion will occur from San Antonio to Euclid where the right of way will remain at 80'. Please note that accurate base mapping, property line surveys and right of way verification has not occurred under this preliminary project, and therefore the impacted buildings are subject to change.*

This figure assumes that a 6' reduction can be applied to the curb to outer ROW that generally provides 12' 6" for walkways, parkway strips and curb faces. If required by a tighter than normal right of way with close building street walls, a minimum of 8' 6" should be held for an open walkways with a 3' parkway tree planting area utilizing tree grates. In order to avoid some additional building demolitions, a minimum of 6'6" is required between building face and curb face. Trees would not be required in these areas. The follow-on phase of work being conducted by OmniTrans will determine the actual buildings impacted based on finalized roadway geometry and accurate surveying.

30 BUILDINGS / 36 ADDRESSES

1340 W. HOLT

814 E. HOLT

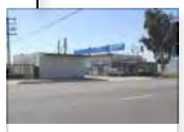
828 E. HOLT

902 E. HOLT

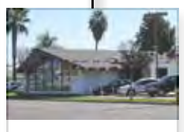
930 E. HOLT

1619 E. HOLT

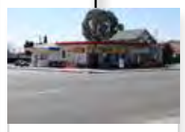
1409 W. HOLT



1313 W. HOLT



739 W. HOLT



204 E. HOLT

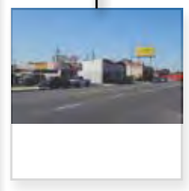
(1)-BUILDING

220-222 E. HOLT

416 E. HOLT

616 E. HOLT

636 E. HOLT



736 E. HOLT

744 E. HOLT

802 E. HOLT

1363 W. HOLT

925 W. HOLT

(1)-BUILDING

206-218 E. HOLT

(2)-BUILDINGS

226-230 E. HOLT

(1)-BUILDING

500-506 E. HOLT

526 E. HOLT

624 E. HOLT

(3)-BUILDINGS

660-668 E. HOLT

740 E. HOLT

752 E. HOLT

Figure 5-1: *Proposed Furnishings & Lighting*

• Benches

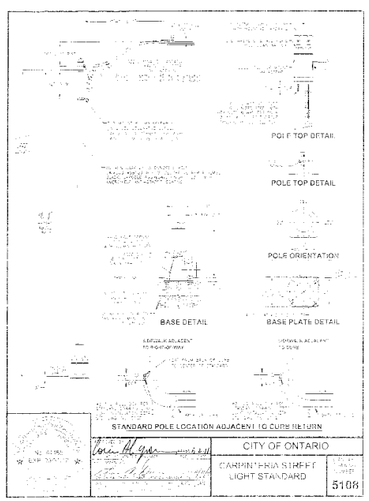
• Trash Receptacles

• Median Lighting with Banner System

• Parkway Lighting with Banner System

• Historic District Lighting with Banner System

• Ontario "King" Standard Acorn Lighting

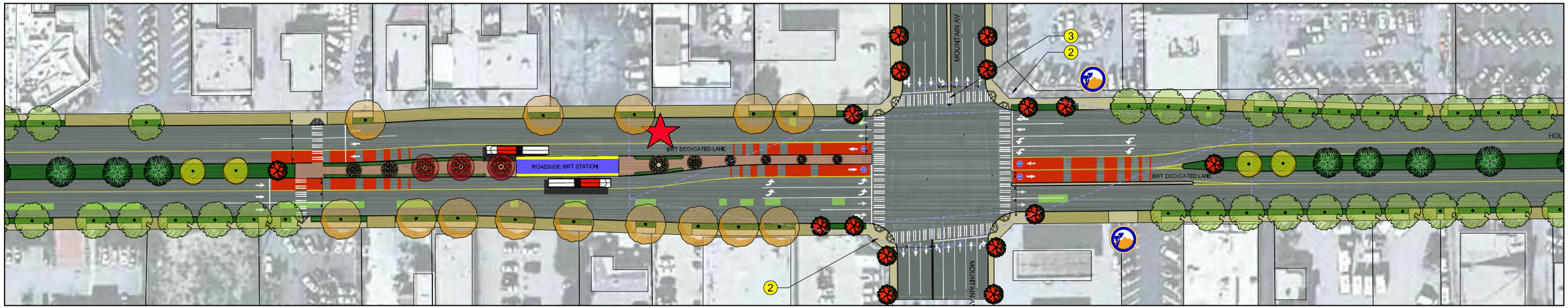


• Ontario "Carpenteria" Standard Lighting (modified for dual median light with pendant light)

• Bike Rack (in black)

Figure 5-1: *Various Street Tree Concepts for Different Roadway Segments*

TYPICAL LANDSCAPE TREATMENT OVERVIEW



ROADSIDE DISTRICT -- ROADSIDE STATION:
TYPICAL LANDSCAPE TREATMENT AT BRT STATION/PARKWAY & MEDIAN

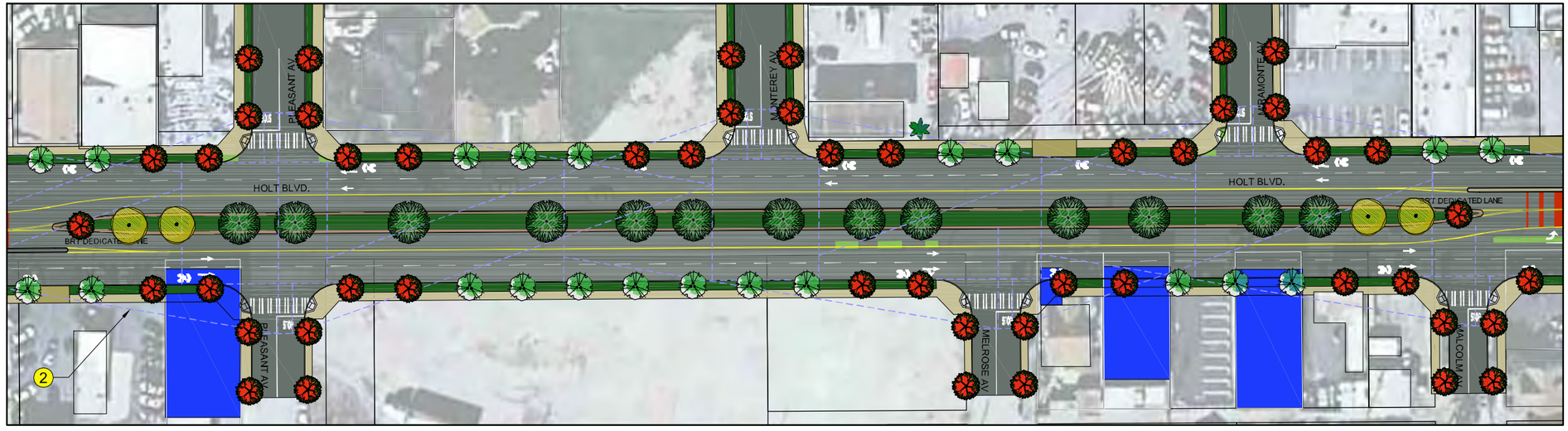
LEGEND SEE PLAN

- DISTRICT BOUNDRY LANDSCAPING
- BRT STATION LANDSCAPING
- TYPICAL INTERSECTION LANDSCAPING
- TYPICAL PARKWAY LANDSCAPING
- TYPICAL MEDIAN LANDSCAPING

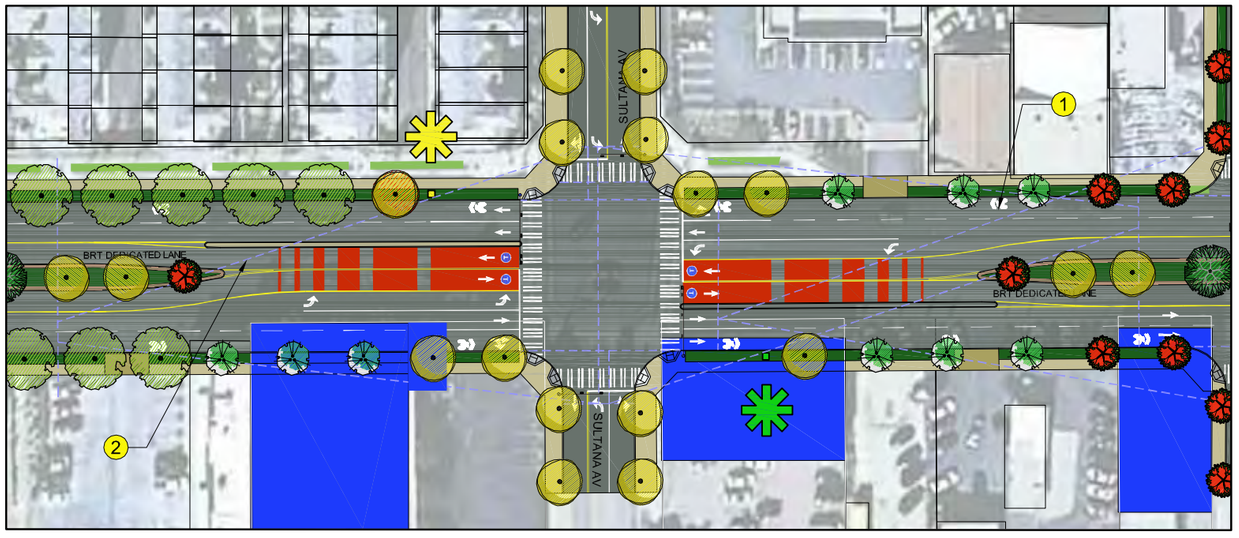
TREES SUCH AS: SEE PLAN

Parkway Trees	Bus Station Trees	Median Trees
Raywood Ash	Chinese Pistache	Crape Myrtle 'Muskogee'
Crape Myrtle 'Muskogee'	A. Chitalpa 'Morning Cloud'	Golden Rain Tree
Crape Myrtle 'Natchez'	B. Brisbane Box	A. London Plane
Golden Rain Tree		B. Holly Oak
		C. Magnolia 'Samuel

ROADSIDE DISTRICT -- ROADSIDE STATION:
TYPICAL LANDSCAPE TREATMENT AT BRT STATION/PARKWAY & MEDIAN



HOLT BLVD/RESIDENTAL LOCAL STREET: TYPICAL LANDSCAPE INTERFACE



DOWNTOWN DISTRICT/GROVE DISTRICT BOUNDARY :
TYPICAL LANDSCAPE TREATMENT AT INTERSECTION, PARKWAY & MEDIAN

Figure 5-1: *Proposed Shrubs*

Parkway and Median Landscape Plants

Accent Plants

ALOE spp.
Aloe

ANIGOZANTHOS hybrid
'Pink Joey' Kangaroo Paw

BERBERIS repens
Creeping Barberry

EPILOBOIUM canum 'Catalina'
Cataline Fuschsia

HESPERALOE parv.
Red Yucca

KNIPHOFIA gal. 'Orange Flame'
Orange Flame Poker Plant

LANTANA spp.
Lantana

MUHLENBERGIA rigens
Deer Grass

RHAMNUS californica
Coffeeberry

SALVIA greggii
Autumn Sage

WESTRINGA fruitcosa
Coast Rosemary

Groundcover Plants

ACHILLEA Millefolium Paprika'
Paprika Common Yarrow

LAMPRANTHUS roseus
Rosy Dew Plant

LONICERA japonica
Japanese Honeysuckle

SCENECIO mandraliscae
Kleinia

CYNODON dactylon
Bermuda grass

Figure 5-1: *Proposed Trees*

Parkway Trees

Typical Parkway Tree

FRAXINUS oxycarpa
Raywood Ash

Street Corner Accent Tree

LAGERSTROEMIA indica
Crape Myrtle- "Muskogee"

Street Corner Accent Tree

LAGERSTROEMIA indica
Crape Myrtle- "Natchez"

Street Corner Accent Tree

KOELREUTERIA paniculata
Goldenrain Tree

Bus Station Trees

BRT Station Main Tree with Grates

PISTACIA chinensis
Chinese Pistache

BRT Station Accent Tree with Grates

CHITALPA tashentensis
'Morning Cloud'

BRT Station Accent Tree with Grates

TRISTANIA conferta
Brisbane Box

Median Trees

Median: Narrow Nose (4' Wide)

LAGERSTROEMIA indica
Crape Myrtle- "Muskogee"

Median: Front Accent

KOELREUTERIA paniculata
Goldenrain Tree

Median: Center Length

PLATANUS acerfolia
London Plane

Median: Center Length

QUERCUS ilex
Holly Oak

Median: Center Length

MAGNOLIA grandiflora
'Samuel Sommers'

Recommended Bike Facilities
- Class 1: Bike Path
- Class 2: Bike Lane
- Class 3: Bike Route
- Bicycle Boulevard
- Bicycle Boulevard Alternative
- Existing Wide Pathway

Planned Multipurpose Trails and Bikeways
- Bicycle Corridors
- Cucamonga Creek Multipurpose Trail
- Proposed Class 3

Figure 5-1: *Proposed Bike Boulevard*

1

Segment: 1
Street: Stoneridge Ct
Limits: Benson Ave and Mountain Ave

Recommendations
Bicycle Boulevard
- Install Shared Lane Markings or Bicycle Boulevard pavement markings
- Install directional, warning and informative signage

Opportunities
- Low volume residential street
- Existing traffic circle
- No stop signs
- Narrow right-of-way

Constraints
- Angled parking
- Mid-block crossing at Mountain Ave

2

Segment: 2
Street: Mountain Ave
Limits: Stoneridge Ct and Vesta St

Recommendations
Bike Path or Wide Sidewalk
- Improve existing 14' sidewalk on southbound Mountain Ave. Remove trees and add signage
- Install pedestrian actuated crossing at Vesta St and continental striped crosswalk

Opportunities
- Existing wide sidewalk
- Improved sidewalk/bike path will separate vehicles from bike/ped traffic

Constraints
- No existing crossing
- No bike facility planned
- Mountain Ave is four lane road

3

Segment: 3
Street: Vesta St
Limits: Mountain Ave and Vine Ave

Recommendations
Bicycle Boulevard
- Install Shared Lane Markings or Bicycle Boulevard pavement markings
- Install directional, warning and informative signage
- Install traffic diverter or traffic circle on Boulder Ave to discourage vehicles to cut through Vesta St
- Install pedestrian activated crossing and continental striped crosswalk at San Antonio Ave

Opportunities
- Low volume residential street
- Existing pedestrian crossing at San Antonio Ave
- Continuous, no stop sign

Constraints
- San Antonio Ave is a four lane road

Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Recommended Bike Facilities
- Class 1: Bike Path
- Class 2: Bike Lane
- Class 3: Bike Route
- Bicycle Boulevard
- Bicycle Boulevard Alternative
- Existing Wide Pathway

Planned Multipurpose Trails and Bikeways
- Bicycle Corridors
- Cucamonga Creek Multipurpose Trail
- Proposed Class 3

4

Segment: 4
Street: Vine Ave
Limits: Vesta Ave and B St

Recommendations: Bicycle Boulevard
- Install diverter or traffic circle on Vine Ave to discourage vehicles to cut through Vesta St
- Install Shared Lane Markings or Bicycle Boulevard pavement markings
- Install directional, warning and informative signage

Opportunities
- Low volume residential street
- Traffic control on B St

4a

Alt Segment: 4a
Street: Vesta Ave and Fern Ave
Limits: Vine Ave and B St

Alternative Recommendation
Bicycle Boulevard
- Install Shared Lane Markings or Bicycle Boulevard pavement markings
- Install directional, warning and informative signage
- Provide a bicycle pass-through in the traffic diverter

Opportunities
- Continuous route on Vesta Ave
- Connects to commercial land use

Constraints
- Classified as an alley
- Intersection at Fern Ave needs additional improvements

5

Segment: 5
Street: B St
Limits: Vine Ave and Sultan Ave

Recommendations
Bicycle Boulevard
- Install Shared Lane Markings or Bicycle Boulevard pavement markings
- Install directional, warning and informative signage

Opportunities
- Low volume commercial street
- Signalized intersection at Euclid Ave
- Controlled intersection at Sultana Ave

Constraints
- Euclid Ave is a wide six-lane road
- Wide street (46')

5a

Alt Segment: 5a
Street: B St
Limits: Vine Ave and Euclid Ave

Alternative Recommendation
Bicycle Boulevard with Bike Lanes
- Install bike lanes
- Install directional, warning and informative signage

Opportunities
- Bike lanes provide a separate bike facility
- Removal of parking will allow wider bike lanes and more separation from vehicles.

Constraints
- Removal of on-street parking

Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Recommended Bike Facilities
- Class 1: Bike Path
- Class 2: Bike Lane
- Class 3: Bike Route
- Bicycle Boulevard
- Bicycle Boulevard Alternative
- Existing Wide Pathway

Planned Multipurpose Trails and Bikeways
- Bicycle Corridors
- Cucamonga Creek Multipurpose Trail
- Proposed Class 3

6

Segment: 6
Street: Sultana Ave
Limits: B St and Nocta St

Recommendations
Bicycle Boulevard
- Install diverter on Vine Ave to discourage vehicles to cut through Vesta St
- Install Shared Lane Markings or Bicycle Boulevard pavement markings

Opportunities
- Low volume street
- Short segment

Constraints
- No planned bicycle facility

7

Segment: 7
Street: Nocta St
Limits: Sultana Ave and Flood Control Channel

Recommendations
Bicycle Boulevard
- Install Shared Lane Markings or Bicycle Boulevard pavement markings
- Install directional, warning and informative signage
- Install traffic diverter on Allyn Ave to discourage vehicles to cut through Nocta St
- Provide a bicycle pass-through in the traffic diverter

7

Recommendations cont.
- Install traffic diverter on Virginia Ave to discourage vehicles to cut through Nocta St
- Provide a bicycle pass-through in the traffic diverter
- Install HAWK or enhanced pedestrian signal to allow pedestrians and cyclists to cross four lanes on Grove Ave
- Adheres to City's 1/4-mile traffic signal policy

Opportunities
- Low volume residential street
- Continuous route

8

Segment: 8
Street: Flood Control Channel
Limits: Nocta St and Holt Blvd

Recommendations
Class 1 Bike Path
- Install bike path
- Install directional, warning and informative signage and lighting
- Install mid-block crossing at Nocta St and Holt Blvd

Opportunities
- Bike path provides a separate bike facility
- Bicycle/pedestrian only connection to Holt Blvd
- ROW exists on both sides of the flood channel

Constraints
- Private property

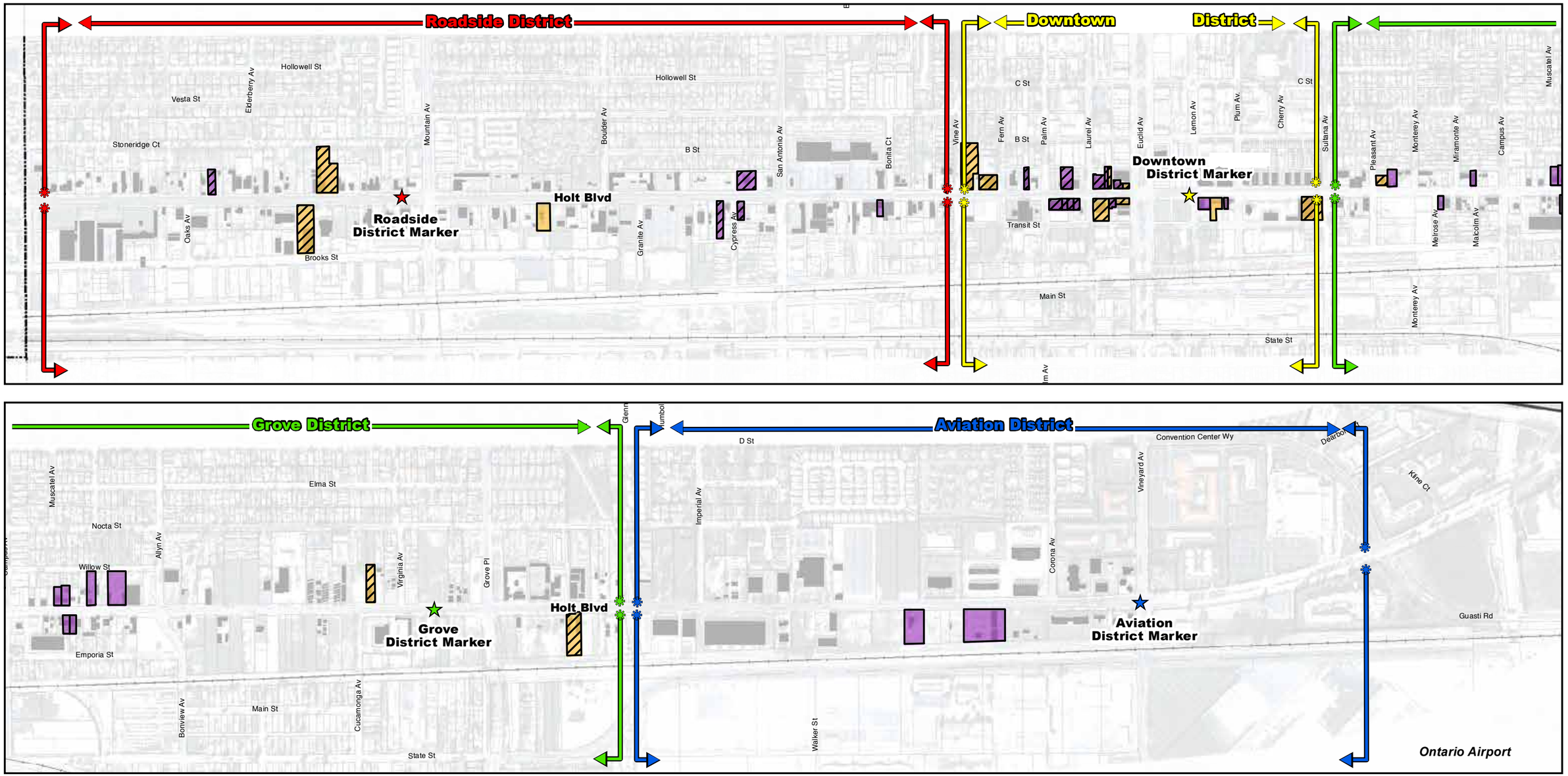
Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

Figure 5-1: *Proposed Design Districts*

Tier Designations
- Designated
- Recommended

Historic Building Tiers
- 1 or 2
- 3

TIER 1: Properties should not be demolished or significantly altered under any circumstances, regardless of their designation status. Properties in this tier are determined to be Ontario's most significant historical or cultural properties.
TIER 2: Properties where demolition of these properties should be avoided.
TIER 3: Consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources as defined in Section 9-1.2612. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances.



Data Source: KTU+A, City of Ontario, SANBAG, Omnitrans

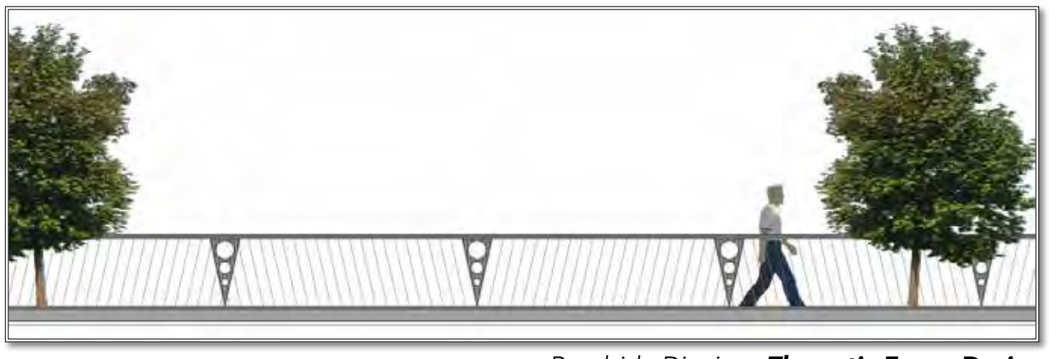
Figure 5-1: *Roadside District Design Themes*

Ideas for interpretive panels located at each station, viewable by transit users

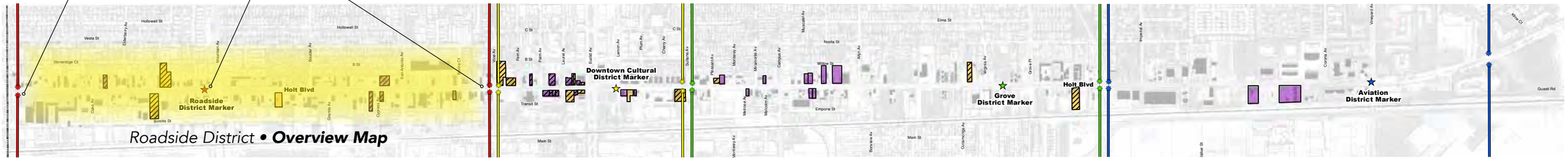
Roadside District • ***Entry Gateway***

Roadside District • ***District Marker at BRT Stations***

Roadside District • ***Perspective of District Markers at the BRT Stations***



Roadside District • ***Thematic Fence Design***

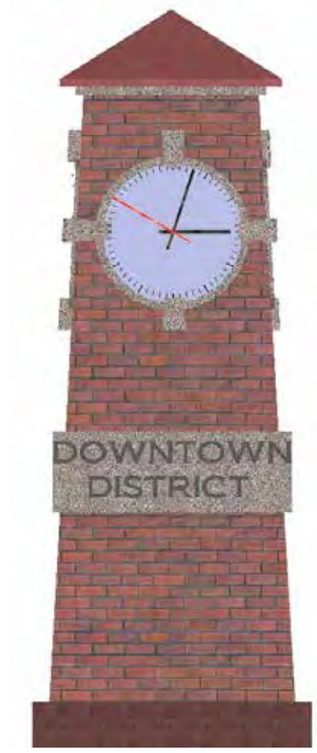


Roadside District • ***Overview Map***

Figure 5-1: *Downtown District Design Themes*

Ideas for interpretive panels located at each station, viewable by transit users

Downtown District • ***Entry Gateway***



Downtown District • ***District Marker at BRT Stations***

Downtown District • ***Perspective of District Markers at the BRT Stations***

Downtown District • ***Thematic Fence Design***

Downtown District • ***Overview Map***

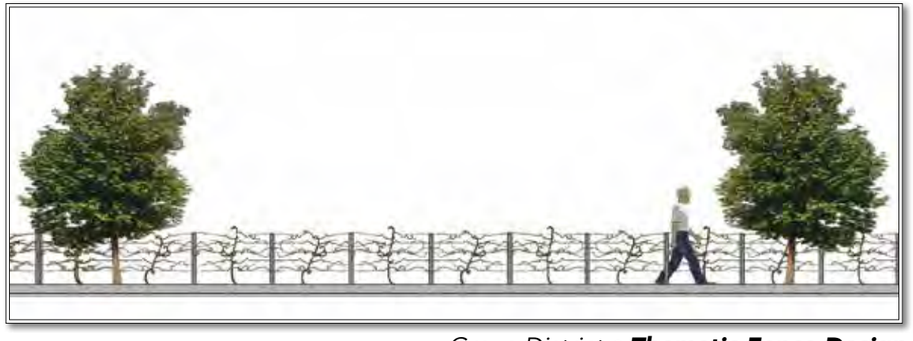
Figure 5-1: *Grove District Design Themes*

Ideas for interpretive panels located at each station, viewable by transit users

Grove District • ***Entry Gateway***

Grove District • ***District Marker at BRT Stations***

Grove District • ***Perspective of District Markers at the BRT Stations***

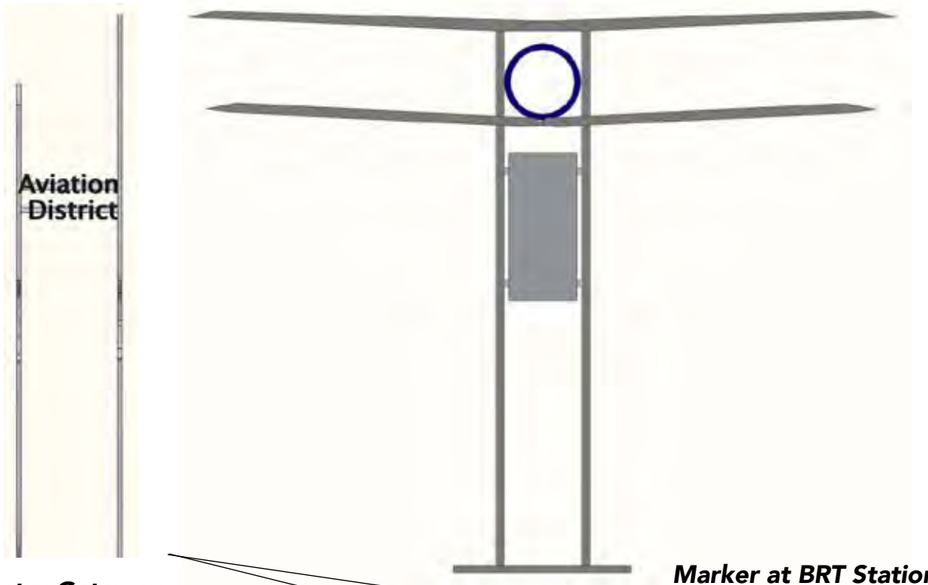


Grove District • ***Thematic Fence Design***

Grove District • ***Overview Map***

Figure 5-1: *Aviation District Design Themes*

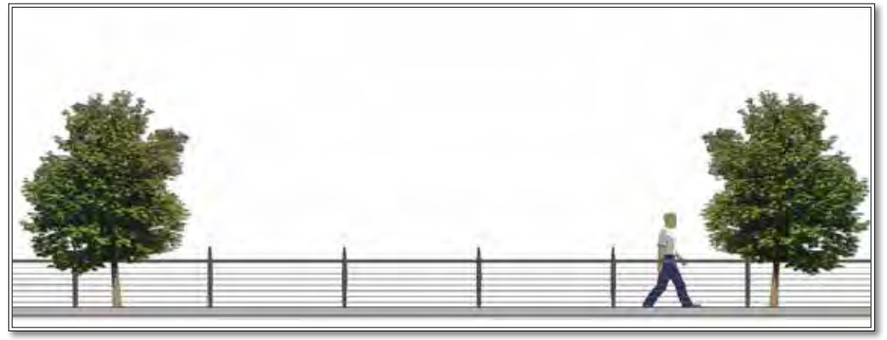
Ideas for interpretive panels located at each station, viewable by transit users



• ***Entry Gateway***

Marker at BRT Stations

Aviation District • ***Perspective of District Markers at the BRT Stations***



Aviation District • ***Thematic Fence Design***

Aviation District • ***Overview Map***

APPENDIX

"A"

Public Input

Figure A-1: *PDT • Survey Results*

Name: *Input from 10 attendees*

Please provide your input on the following items:

1a) If one item needed to be changed on Holt. Boulevard, what would it be?

Better environment for more modes of traffic
Narrow travel lanes to reduce speeds
Right of way consistency
Image /aesthetics /abandoned buildings /improve existing building vacant lots
Consolidation of long slender lots
Eliminate on-street parking
Consistent sidewalks

1b) The second most important thing to change?

Consistent row widths
Continuous bike lanes and wider sidewalks
Mobility/complete streets/landscape
Function/mobility range
Business types- encourage more businesses
Connectivity to the community
Limit auto related uses
Non-uniform streetscape/pavement sections and parkways
Create off-street parking facilities
Develop vacant parcels
Street trees

1c) If one item needs to be preserved or replicated on Holt. Boulevard, what would that item be?

Historic downtown Euclid and Holt – historic connectivity
Building fronting the street
Ocean to ocean roadside theme
Median with landscape and up lighting

2) What is your personal experience with Holt Boulevard?

2a) Do you drive through it frequently? *Yes 9 No 1*

2b) Do you stop and shop or eat along Holt Boulevard? *No 1 Sometimes 5 Yes 4*
If not, why not? *Safety issues, not pleasant, no desired destinations*

2c) Have you ever walked along a significant portion of the Blvd? *Yes 3 No 7*
If not, why not? *Not friendly, no desired destinations*

2d) Have you ever rode your bike along Holt Boulevard? *No 10*
If not, why not? *No bike safety, no destination, not local*

3) What do you think will be the biggest challenge for the project?

Right of way – Integration of all modes of travel integrating all of the priorities into an integrated plan old business funding/implementation of strategic plan vehicle capacity/BRT/ pedestrian facilities/landscaping

4) What are your expectations for this project?

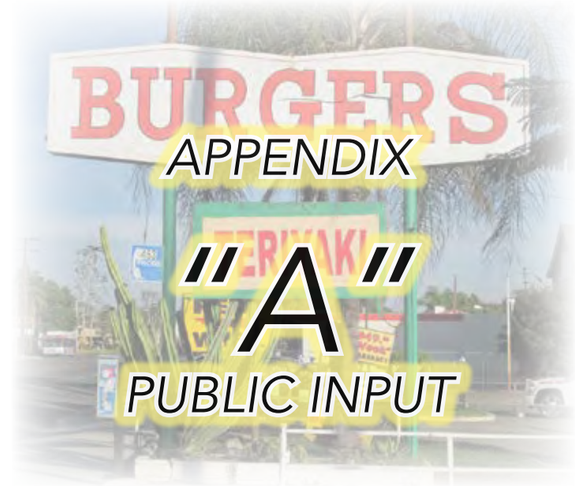
Great planning document, solid information, examples, images
Complete street that serves the various land uses
New blueprint that leads to more livable community
An approach that can be applied to other areas of the city
Aesthetics
Make sure funding is available for implementation
Guidance on property access, pedestrian crossing, divert through trips to parallel routes

Figure A-1: *Public Survey • Blank Questionnaire*


City of Ontario - Holt Blvd. Mobility & Streetscape Plan

PUBLIC INPUT QUESTIONNAIRE

KTU+A Planning + Landscape Architecture
Attn: Michael Singleton
3916 Normal Street
San Diego, CA 92103



The public input consisted of information gathered from the Project Development Team, the Citizens Advisory Committee and the General Public through a survey and through two Public Workshops. This Appendix documents the input received from the surveys and the public workshops.

Figure A-1: *Workshop 1 • Survey Results*

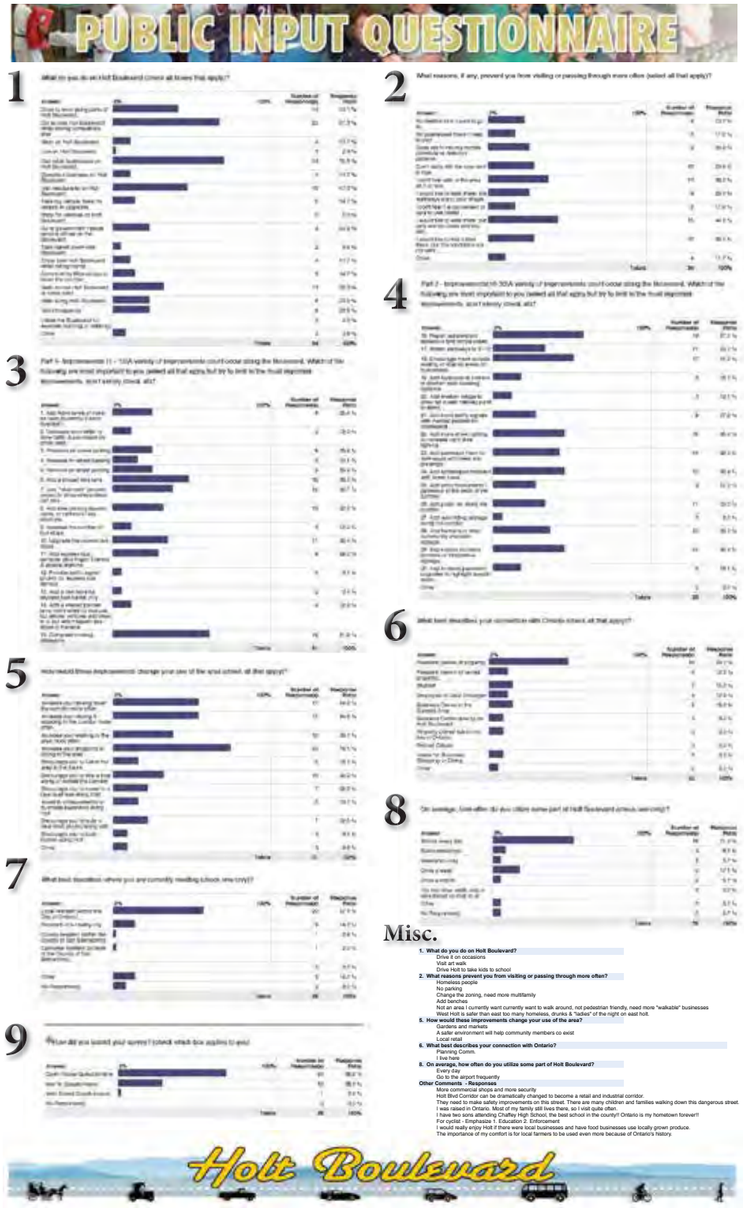


Figure A-1: *Mail in and On-line • Survey Results*

Constant Contact Survey Results

Survey Name: Copy of Holt Blvd Mobility and Streetscape Plan Public Input Questionnaire

Response Status: Partial & Completed

Filter: None

8/30/2012 2:51 PM PDT

What do you do on Holt Boulevard (check all boxes that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Drive to work along parts of Holt Boulevard		17	33.3 %
Cut across Holt Boulevard while driving somewhere else		32	62.7 %
Work on Holt Boulevard		7	13.7 %
Live on Holt Boulevard		3	5.8 %
Visit retail businesses on Holt Boulevard		34	66.6 %
Operate a business on Holt Boulevard		8	15.6 %
Visit restaurants on Holt Boulevard		26	50.9 %
Take my vehicle there for repairs or upgrades		7	13.7 %
Shop for vehicles on Holt Boulevard		1	1.9 %
Go to government / social service offices on the Boulevard		14	27.4 %
Take transit down Holt Boulevard		8	15.6 %
Cross over Holt Boulevard while taking transit		6	11.7 %
Commute by Bike across or down the corridor		8	15.6 %
Walk across Holt Boulevard at some point		18	35.2 %
Walk along Holt Boulevard		15	29.4 %
Visit infrequently		10	19.6 %
Utilize the Boulevard for exercise (running or walking)		1	1.9 %
Other		6	11.7 %
	Totals	51	100%

What activity below do you spend most of your time doing (please check one only)

Answer	0% 100%	Number of Response(s)	Response Ratio
Drive to work along parts of Holt Boulevard		4	7.6 %
Cut across Holt Boulevard while driving somewhere else		8	15.3 %
Work on Holt Boulevard		1	1.9 %
Live on Holt Boulevard		0	0.0 %
Visit retail businesses on Holt Boulevard		7	13.4 %
Operate a business on Holt Boulevard		2	3.8 %
Visit restaurants on Holt Boulevard		3	5.7 %
Take my vehicle there for repairs or upgrades		0	0.0 %
Shop for vehicles on Holt Boulevard		0	0.0 %
Go to government / social service offices on the Boulevard		0	0.0 %
Take transit down Holt Boulevard		1	1.9 %
Cross over Holt Boulevard while taking transit		0	0.0 %
Commute by Bike across or down the corridor		2	3.8 %
Walk across Holt Boulevard at some point		0	0.0 %
Walk along Holt Boulevard		0	0.0 %
Visit infrequently		0	0.0 %
Utilize the Boulevard for exercise (running or walking)		1	1.9 %
Other		1	1.9 %
No Response(s)		22	42.3 %
	Totals	52	100%

What reasons, if any, prevent you from visiting or passing through more often (select all that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
No destinations I want to go to		11	23.4 %
No businesses there I need to visit		9	19.1 %
Does not fit into my normal commute or direction patterns		11	23.4 %
Don't really like the area as it is now		18	38.2 %
I don't feel safe in the area as it is now		21	44.6 %
I would like to walk there, but walkways are in poor shape		13	27.6 %
I don't feel it is convenient or safe to use transit		9	19.1 %
I would like to walk there, but cars are too close and too fast		15	31.9 %
I would like to ride a bike there, but the conditions are not safe		16	34.0 %
Other		7	14.8 %
	Totals	47	100%

Part 1- Improvements (1 - 15)A variety of improvements could occur along the Boulevard. Which of the following are most important to you (select all that apply but try to limit to the most important improvements, don't simply check all)?

Answer	0% 100%	Number of Response(s)	Response Ratio
1. Add more lanes of travel for cars (currently 2 each direction)		13	27.6 %
2. Decrease lane width to slow traffic & use space for other uses		5	10.6 %
3. Preserve on-street parking		11	23.4 %
4. Increase on-street parking		6	12.7 %
5. Remove on-street parking		11	23.4 %
6. Add a striped bike lane		21	44.6 %
7. Use "sharrows" (shared arrow) to show where bikes can ride		16	34.0 %
8. Add bike parking spaces, racks, or lockers in key locations		17	36.1 %
9. Increase the number of bus stops		11	23.4 %
10. Upgrade the current bus stops		21	44.6 %
11. Add express bus services (Bus Rapid Transit) & special stations		11	23.4 %
12. Provide traffic signal priority for express bus service		6	12.7 %
13. Add a new lane for express bus transit only		6	12.7 %
14. Add a shared painted lane, dominated by bus use but allows vehicles and bikes in it, but with frequent bus stops in the lane		6	12.7 %
15. Complete missing sidewalks		31	65.9 %
	Totals	47	100%

Part 2 - Improvements(16-30)A variety of improvements could occur along the Boulevard. Which of the following are most important to you (select all that apply but try to limit to the most important improvements, don't simply check all)?

Answer	0% 100%	Number of Response(s)	Response Ratio
16. Repair substandard sidewalks and ramps areas		31	64.5 %
17. Widen walkways to 8'-12'		13	27.0 %
18. Encourage more outside seating or display areas for businesses		26	54.1 %
19. Add bulb-outs at corners to shorten walk crossing distance		7	14.5 %
20. Add median refuge to allow for a safe halfway point to stand		8	16.6 %
21. Add more traffic signals with marked pedestrian crosswalks		20	41.6 %
22. Add more street lighting to increase night time lighting		21	43.7 %
23. Add parkways (next to walkways) with trees and plantings		19	39.5 %
24. Add landscaped medians with street trees		22	45.5 %
25. Add entry monuments / gateways at the ends of the corridor		12	25.0 %
26. Add public art along the corridor		17	35.4 %
27. Add wayfinding signage along the corridor		2	4.1 %
28. Add banners or other community character signage		14	29.1 %
29. Add historic markers, banners or interpretive signage		17	35.4 %
30. Add in-street pavement upgrades to highlight special areas		6	12.5 %
Other		4	8.3 %
	Totals	48	100%

Please indicate the elements in question 4 and 5 that represent your top 5 priorities (specify below).

8 Response(s)

How would these improvements change your use of the area (check all that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Increase your driving down the corridor more often		20	43.4 %
Increase your driving & stopping in the corridor more often		21	45.6 %
Increase your walking to the area more often		22	47.8 %
Increase your shopping or dining in the area		36	78.2 %
Encourage you to live in the area in the future		11	23.9 %
Encourage you to ride a bike along or across the corridor		17	36.9 %
Encourage you to invest in a new business along Holt		11	23.9 %
Invest in improvements or business expansion along Holt		7	15.2 %
Encourage you to build a new retail project along Holt		7	15.2 %
Encourage you to build homes along Holt		4	8.6 %
Other		4	8.6 %
	Totals	46	100%

What best describes where you are currently residing (check one only)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Local resident (within the City of Ontario)		36	69.2 %
Resident of a nearby city		5	9.6 %
County resident (within the County of San Bernardino)		1	1.9 %
California resident (outside of the County of San Bernardino)		2	3.8 %
-		0	0.0 %
Other		6	11.5 %
No Response(s)		2	3.8 %
	Totals	52	100%

What best describes your connection with Ontario (check all that apply)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Resident (owner of property)		26	53.0 %
Resident (tenant of rented property)		9	18.3 %
Student		7	14.2 %
Employee of Local Employer		5	10.2 %
Business Owner in the General Area		6	12.2 %
Business Owner directly on Holt Boulevard		4	8.1 %
Property Owner but do not live in Ontario		2	4.0 %
Retired Citizen		2	4.0 %
Visitor for Business, Shopping or Dining		3	6.1 %
Other		3	6.1 %
	Totals	49	100%

On average, how often do you utilize some part of Holt Boulevard (check one only)?

Answer	0% 100%	Number of Response(s)	Response Ratio
Almost every day		26	50.0 %
Some weekdays		8	15.3 %
Weekends only		2	3.8 %
Once a week		8	15.3 %
Once a month		3	5.7 %
I do not drive, walk, ride or take transit on Holt at all		0	0.0 %
Other		2	3.8 %
No Response(s)		3	5.7 %
	Totals	52	100%

Other Comments

13 Response(s)

*How did you submit your survey? (check which box applies to you)

Answer	0% 100%	Number of Response(s)	Response Ratio
Open House Questionnaire		35	67.3 %
Mail-in Questionnaire		17	32.6 %
Web Based Questionnaire		0	0.0 %
No Response(s)		0	0.0 %
	Totals	52	100%

Figure A-1: *Flyer for Workshop 1*

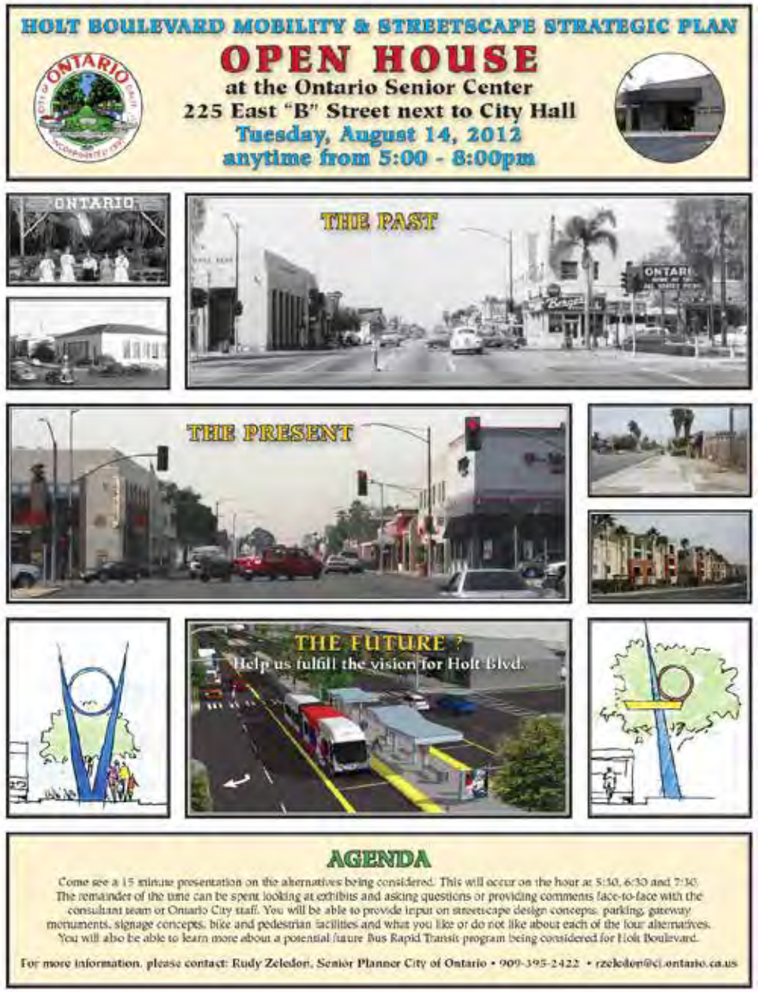


Figure A-1: *Flyer for Workshop 2*

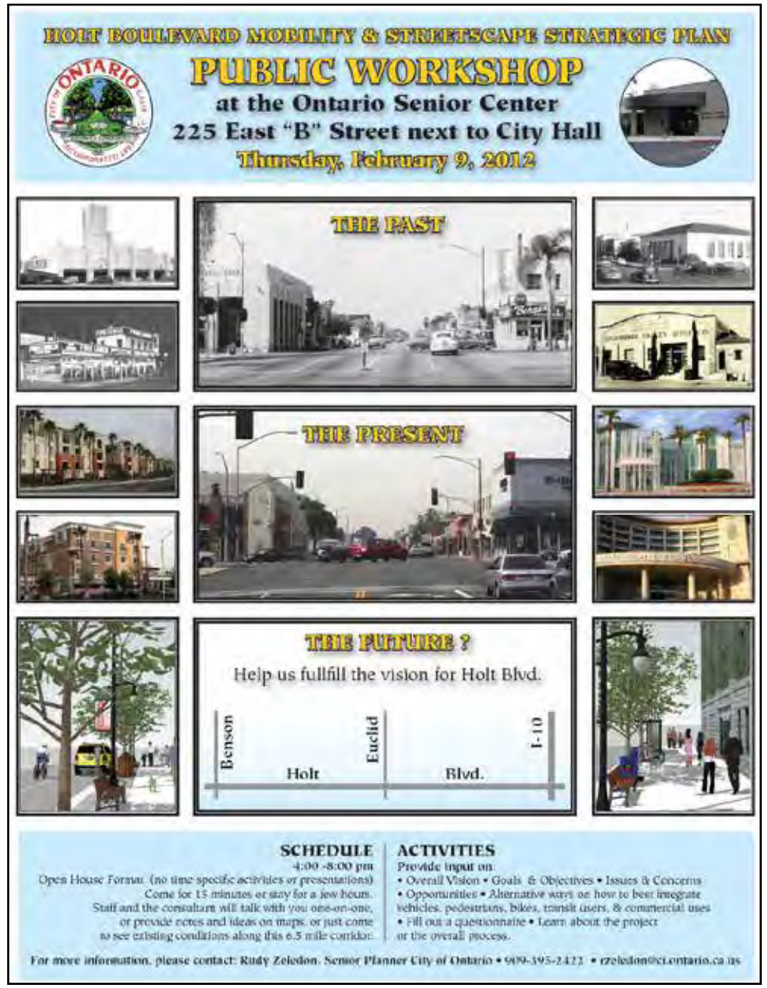
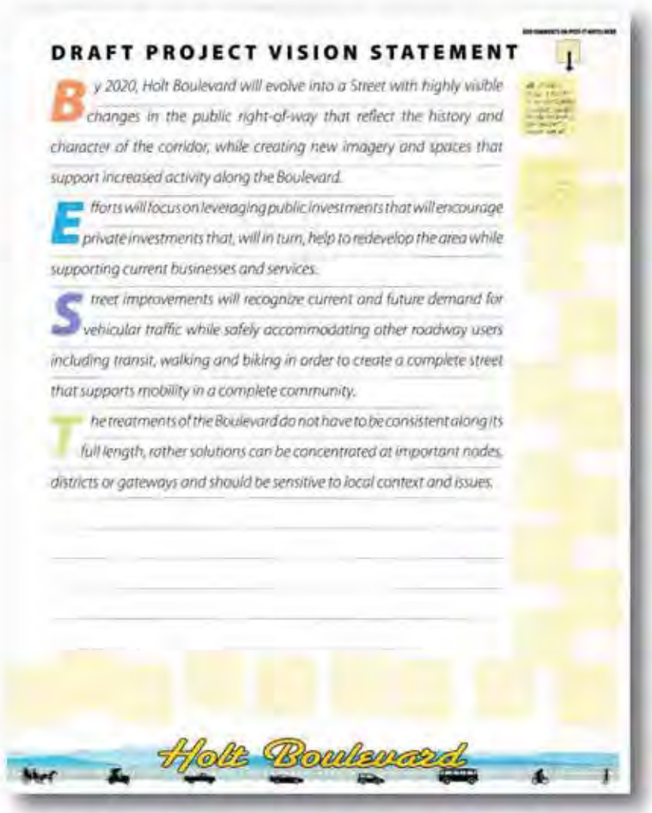


Figure A-1: *Workshop 2 Photos*

Figure A-1: *Comments on Vision Statement*



DRAFT PROJECT VISION STATEMENT

By 2020, Holt Boulevard will evolve into a Street with highly visible changes in the public right-of-way that reflect the history and character of the corridor, while creating new imagery and spaces that support increased activity along the Boulevard.

Efforts will focus on leveraging public investments that will encourage private investments that, will in turn, help to redevelop the area while supporting current businesses and services.

Street improvements will recognize current and future demand for vehicular traffic while safely accommodating other roadway users including transit, walking and biking in order to create a complete street that supports mobility in a complete community.

The treatments of the Boulevard do not have to be consistent along its full length, rather solutions can be concentrated at important nodes, districts or gateways and should be sensitive to local context and issues.

Holt Boulevard

SUMMARY OF COMMENTS

Post-it-note #1:
Historic Bldgs & Places to be noted and marked.
Cultural Center, People Friendly, Open Markets, Green Spaces

Post-it-note #2:
The Streets cape should complement the historic buildings left on Holt Blvd. More green spaces, less "concrete" looking. Pedestrian friendly

Figure A-1: *Comments on Objectives*

DRAFT PROJECT OBJECTIVES

Near-term (2015) Maintenance Objective: In the near term, Holt Boulevard must continue to show signs of public investment through physical improvements that signal to investors and property owners that it is safe to invest. Other positive signs of change can also result from code enforcement efforts, maintenance programs, litter control, graffiti removal, signage regulations, consistent redevelopment priorities, and strong business organizations as well as appropriate policies, zoning and design guidelines to facilitate these positive changes.

Mid-term (2020) Transit & Traffic Objective: Holt Boulevard will need to create a walkable and bikeable environment that supports transit use in the corridor while still having efficient traffic movement. The improvements should recognize the substantial investment planned for transit in the corridor and have Holt Boulevard needs to encourage transit supportive development that will result in increased transit ridership around potential transit stations.

Long-term (2030) Investment Objective: In the long-term, the corridor will improve the physical and economic conditions to a point where investors, property owners, residents, and customers will all want to come to and engage in activities and uses along the corridor. The area needs to evolve and evolve with the local business community and consider such projects as downtown revitalization, the airport, the convention center and transit investments.

Economic Objective: The public investments should increase private investments that will spur additional private growth that will in turn increase the tax base, provide transit riders for the transit investments, contribute funds for business and maintenance districts and support long term stability of businesses along the corridor.

Mobility Objective: Holt Boulevard needs to balance the uses of the street, through improvements that increase pedestrian and bike safety, calms and accommodates current levels of traffic, and promotes transit mobility along the corridor.

Historic Objective: Reinvigorate the history of the corridor through new period signage, building preservation, façade enhancements, interpretive panels, entry monumentation, public art, lighting and banner systems.

Urban Forest Objective: Provide a streetscape design that reduces urban heat island gain, sequesters carbon dioxide, provides shade, captures and treats urban runoff, increases edge friction for traffic calming and introduces a positive green character for the street.

Civic Objective: The improvements along Holt Boulevard will establish a positive entrance to the City from the freeways, rail lines and airport. These improvements will also support the civic core of Euclid Avenue and City Centre.

Environmental Objective: The project will serve to improve the quality of water runoff, micro-climate temperatures and air quality through urban forestry, best management practices for low impact development, by improving traffic efficiency through the corridor and by supporting a land use pattern that will reduce vehicle miles traveled by providing choices for living, working, shopping, playing, learning and interacting within complete neighborhoods and communities.

Design Objective: The corridor will be aesthetically improved and wayfinding will be increased through the use of entry monument gateways, historic theming and special node treatments that define districts of different uses.

Holt Boulevard

SUMMARY OF COMMENTS OR VOTING

2 Near-term (2015) Maintenance Objective: 31 stars
3 Mid-term (2020) Transit & Traffic Objective: 23 stars
Long-term (2030) Investment Objective: 11 stars
Economic Objective: 11 stars
Mobility Objective: 14 stars
1 Historic Objective: 37 stars
Urban Forest Objective: 18 stars
Civic Objective: 11 stars
Environmental Objective: 12 stars
Design Objective: 14 stars

Figure A-1: *Comments on Road Use Options*

PRELIMINARY PREFERENCES

Holt Boulevard

SUMMARY OF VOTING

7 1. Provide alternative intersection design such as roundabouts: 8 Liked, 9 Disliked
2. Provide various traffic calming measures: 15 Liked
3. Keep and enhance on-street parking: 17 Liked, 2 Disliked
7 4. Improve pedestrian crossings that are not at current signalized intersections: 13 Liked, 6 Disliked
2 5. Improve crossings at existing signalized intersections: 19 Liked
3 6. Add tree resources for shade, aesthetics & traffic calming: 18 Liked
7. Add bike facilities on the Boulevard: 13 Liked
1 8. Activate the street edge with commerce & places to sit: 21 Liked
9. Add more roadway capacity for vehicles: 2 Liked, 12 Disliked
10. Provide priority transit facilities such as shared bus lanes: 13 Liked, 1 Disliked
11. Where traffic is not as great, reduce the number of lanes: 11 Liked, 2 Disliked
12. Tighten up lanes and redistribute space to other users: 12 Liked, 1 Disliked
13. Add wider parkway strips for trees or medians with trees: 12 Liked, 4 Disliked

SUMMARY OF POST IT NOTES

1. Regarding "on-street parking preference": Should be related to specific areas for pedestrian activity
2. Regarding "activation of the street edge": This needs to be a priority
3. Regarding "reducing number of lanes": Add bike lanes as much as possible to both sides.
4. Regarding "add more lanes in roadway": Three lanes each side okay except between Euclid and San Antonio Ave.
5. Regarding "add bike facilities on the Boulevard": In New York City they added a cycle track between parking and sidewalk (makes it safer for bikers)

Figure A-1: *Comments on Bike Treatments*

Green Dot Solutions like the public liked:

2 Cycle Tracks: 7 dots
Post-it-note Comment: Cycling Student Education

Bicycle Boulevards
3 Enhanced Bicycle Boulevard intersection: 4 dots
Traffic diverters on Bicycle Boulevard: 1 dot

Improved Facilities at Intersections
Bike signals and specialized bicycle crossings: 3 dots
High Intensity Activated Crosswalk: 1 dot
Post-it-note Comment# 1: Circular loop sensitivity
Post-it-note Comment# 2: Cycling Education Program

Bike Amenities
Bike Corral: 9 dots
Post-it-note Comment: Bike Co-ops

Figure A-1: *Comments on Bike Safety Issues*

SUMMARY OF COMMENTS OR VOTING
Safety Issues (along Streets)
1 Safety solutions: 4 green dots

Safety Issues (at Intersections)
Post-it-note Comment: Pedestrian signals w/ countdown timers & voice

Post-it-note Comment: Arrow pointing towards round-a-bout. (This is feasible here in Ontario at numerous places west of Mountain and East of Campus.

Figure A-1: *Comments on Pedestrian Issues*

SUMMARY OF COMMENTS OR VOTING
Accessibility Issues: Accessibility Solutions
2A) Audible visual crosswalk signals -- 1 green dot
1 4A) Pedestrian paths free of gaps, obstructions and barriers -- 3 green dots
7A) Repair, slice or patch lifts on walking surfaces and re-set utilities boxes to flush -- 1 green dot

Connectivity Issues: Connectivity Solutions
1C) Missing sidewalk segments added in areas where sidewalks mostly exists.
3C) Post-it-note comment: Arrow pointing to 3C) image. Very feasible here in Ontario.
5C) Destinations added or made more connected within walking distance of origins.
6C) Post-it-note comment: Pedestrian Bridge at Vineyard.
8C) When reviewing projects, verification that pedestrian routes and distances between land uses are reasonable an direct.
Post-it-note Comment: Use eminent domain to absorb used land into pedestrian system. Re: SE Westlovina Hills on Walnut border.

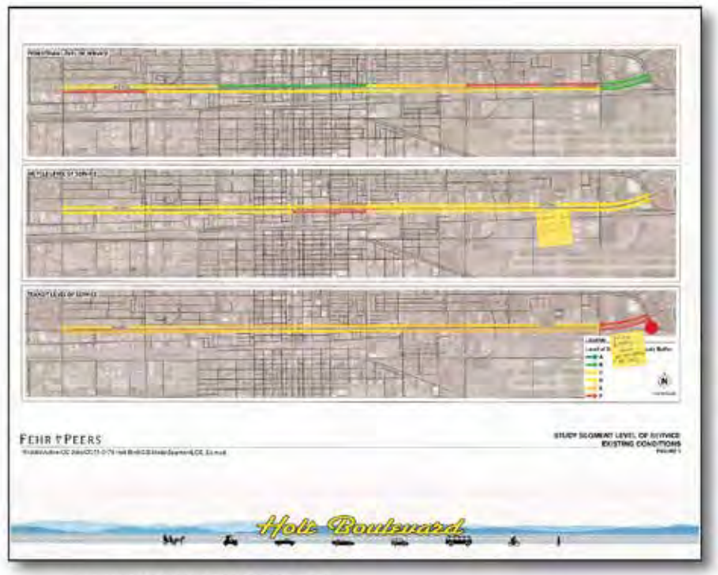
Walkability Issues: Walkability Solutions
3 1W) Provide greater that minimum walkway widths (>5 feet) -- 1 green dot
2 4W) Provide countdown display crosswalk signals -- 2 green dots 1 post-it-note :Ped signals w/ noise countdown
Post-it -note comment: Plazas from Euclid to downtown

Figure A-1: *Comments on Level of Service*

SUMMARY OF COMMENTS OR VOTING

Transit Level of Service:
Post-it-note comment: Poor conditions for bus riders. No place to sit / no cover.

Figure A-1: *Comments on Vehicular LOS*



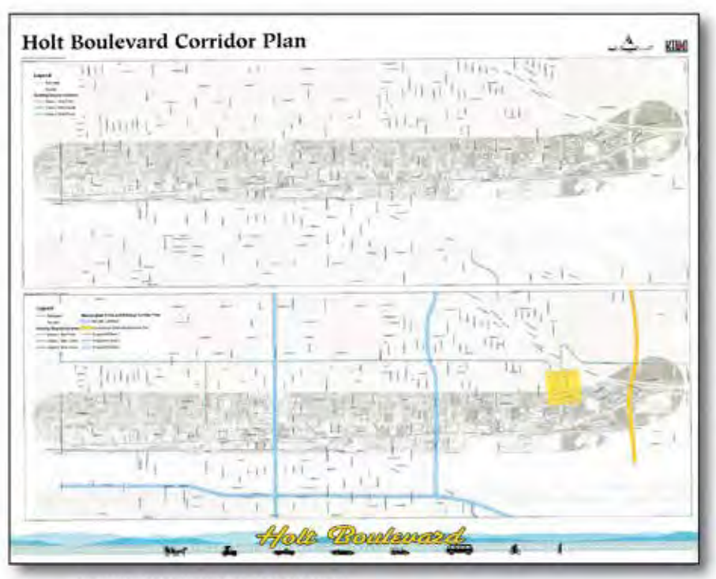
SUMMARY OF PREFERENCES OR COMMENTS
Problem Area Dots (RED):
1. Located at Holt and Guasti
Comments:
1. Post-it-note Comment: "A Separate Lane or Roadway is Planned, Yes?" - Bicycle Level of Service

Figure A-1: *Comments on Intersection LOS*

SUMMARY OF COMMENTS OR VOTING

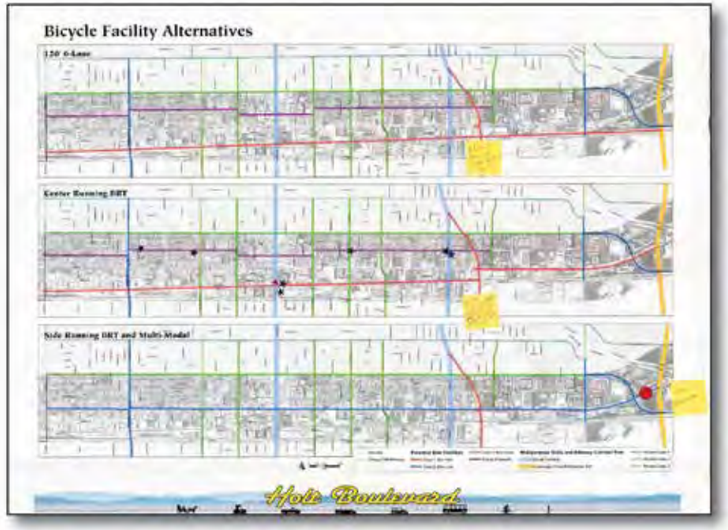
AM & PM Peak Hour Pedestrian Volumes:
Post-it-note comment: Euclid has the densest retail streetscape and is most walkable, yet comparatively low pedestrians traffic, especially compared to other store filled intersections. I.e. Campus and San Antonio.

Figure A-1: *on Future Bike Facilities*



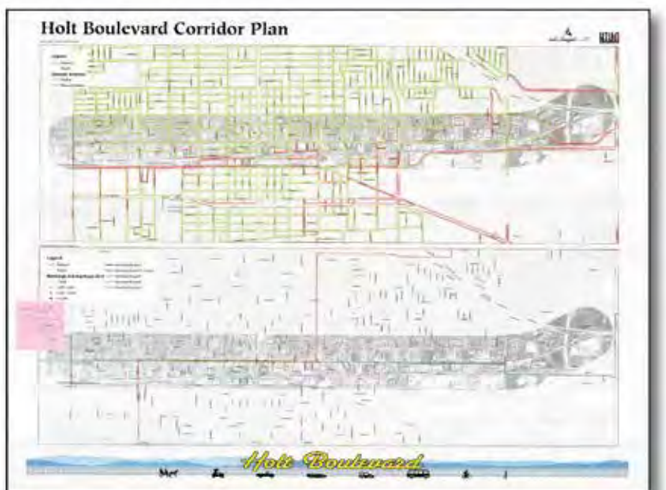
SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "This is Only Viable if there is a separate Bridge for Bike/Pedestrians Over the Freeway" - Multipurpose Trails and Bikeway Corridor Plan

Figure A-1: *Comments on Bike Facilities*



SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "Dedicated Lane is a great idea, But..." -120'6-Lane Alt.
2. Post-it-note Comment: "Secure Crossings Across the Roadways are Necessary" - Center Running BRT
3. Post-it-note Comment: "Very Dangerous
Problem Area Dots (RED):
1. Holt Blvd after the Convention Center
Things that they liked: Stars (Blue/Green/Silver):
1. 4-Stars: Bicycle Boulevard on Vesta and Nocta Street
2. 3-Stars: Class 1 Bike Path at Euclid

Figure A-1: *Comments on Bus Routes*



SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "Maybe the City Could Review how the Omnitrans Routes were determined. Do they still matter" - Boardings and Alightings

Figure A-1: *Comments on Site Impressions*

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Vince's Spaghetti -- Keep Historic Sign
2. Post-it-note Comment: Ontario Ice Skating Center -- Like
3. Post-it-note Comment: Need to re-zone and close Adult Theater
4. Post-it-note Comment: Need Brooks Street extension
5. Post-it-note Comment: Former Azteca Shop. Now Obin's Building Materials

Problem Area Dots (RED):

1. Vacant Lot at the corner of Benson ave. and Holt Blvd.
2. Vacant Lot West of Auto Air Specialists and Arrow Trailer Supplies
3. Autoland

Things that they like Dots (BLUE):

1. The Ontario Ice Skating Center
2. Vince's Spaghetti
3. Median planting with trees.
4. The Moorehead House

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Grinders -- Keep Historic Sign
2. Post-it-note Comment: Strip Malls next to Holt Blvd. make it less pedestrian and bike friendly.
3. Post-it-note Comment: How is walkability addressed? Pedestrian rest spots.
4. Post-it-note Comment: Wasted Parkland @ old Casablanca Hotel Site
5. Post-it-note Comment: Please support Emporia Arts District. Need cultural centers.
6. Post-it-note Comment: Extension of Downtown across Holt Blvd. Art District South
7. Post-it-note Comment: Slow Traffic Downtown -- Agree!
8. Post-it-note Comment: Overpass across Eulcid at Tracks
9. Post-it-note Comment: Keep Pedestrian Friendly -- Less Lanes on Holt Blvd. Keep Historic Buildings.
10. Post-it-note Comment: Better signage to Museum
11. Post-it-note Comment: Love Los Amigos
12. Post-it-note Comment: Local Food and move markets
13. Post-it-note Comment: Potential Community Services Garden
14. Post-it-note Comment: At Impress Auto Sales and to the EAST is Cagles Appliances
15. Post-it-note Comment: Need incentives for housing.

Problem Area Dots (RED):

1. EAST of Plum Avenue the Royal Bartenders School
2. Vacant Lot West of Latino Multiservice
3. Vacant Lot EAST of Tuned Performance
4. Vacant Lot EAST of Vista Motors

Things that they like Dots (BLUE):

1. Paul Williams Art Gallery
2. Miramonte Ave. -- Craftsman Houses
3. Cardenas Market
4. Ontario Towns qua re

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Social Security Building: No Street Activity. County facilities people hanging out
2. Post-it-note Comment: Across from the Social Security Building -- Blighted and feels unsafe.
3. Post-it-note Comment: Vacant lots on the EAST and WEST sides of N. Virginia Ave.
4. Post-it-note Comment: Vacant Lots -- Re-zone to allow high density housing
5. Post-it-note Comment: Local Farming -- Part of the history of Ontario connect to the past.
6. Post-it-note Comment: Bike Trail needs extension from Grove to the 10 freeway
7. Post-it-note Comment: More Trees
8. Post-it-note Comment: Airport is very poorly connected to the convention center and Holt Blvd. Especially lacking pedestrian and public transit uses.
9. Post-it-note Comment: We need a rapid transit from Airport / Convention Center & Downtown. Amtrak Station if no then plan for it for future. Its a must if Ontario gets Airport.
10. Post-it-note Comment: Unsafe for Pedestrians & Bike needs upgrades at E. Convention Center Road and E. Guasti Road intersection.

Problem Area Dots (RED):

1. Sky Villa Trailer Park
2. Vacant lots on the EAST and WEST sides of N. Virginia Ave.
3. Vacant Lot behind Sam Market Liquor
4. Vacant Lot WEST of Cucamonga Creek
5. Department of Corrections
6. Failed Office / Retail Property
7. Unsafe for Pedestrians & Bike needs upgrades at E. Convention Center Road and E.

Things that they like Dots (BLUE):

1. Cucamongo Creek Trail
2. US Post Office
3. Agricultural Planting
4. San Bernardino County Services
5. Holt Blvd. from Vineyard to E. Convention Center Way

Figure A-1: Workshop 2 Input • *Comments on Existing Conditions*

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: We need entry signage & Monuments. We have none. No entry to city now. Very Sad!!
2. Post-it-note Comment: Entry monuments & signage with historic theme.
3. Post-it-note Comment: People hitting median EAST of Mountain Avenue. Improve Median
4. Post-it-note Comment: Delineate Roadway at kink 300' EAST of Mountain Ave. People hitting curb.
5. Post-it-note Comment: San Antonio to Sultan: Historical core of downtown.

Problem Area Dots (RED):

1. Corner of Holt Blvd. & Mountain Ave. SE corner of intersection.
2. Corner of Holt Blvd. & Granite Ave. SE corner of intersection.
3. Vacant Lot behind Sam Market Liquor
4. Vacant Lot WEST of Cucamonga Creek
5. Department of Corrections
6. Failed Office / Retail Property
7. Unsafe for Pedestrians & Bike needs upgrades at E. Convention Center Road and E.

Yellow highlighter Frequently drive or take transit across the corridor:

1. North of Holt Blvd. on San Antonio to W. D street. South of Holt Blvd. on San Antonio to W. Brooks Street.
2. East on Holt Blvd. to S. Vine Street

Blue highlighter where you walk in the corridor:

1. East on Holt Blvd. to S. Vine Street
2. East on W. Emporia Street. to S. Vine Street

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Standard Lighting
2. Post-it-note Comment: Keep Historical Designation
3. Post-it-note Comment: Put Bus Stops both side of Holt Blvd. at Laurel
4. Post-it-note Comment: Retain any rock curbs in downtown area
5. Post-it-note Comment: Property Vandalism
6. Post-it-note Comment: No access from Main Street
7. Post-it-note Comment: Vandalism Area: I believe this is where Los Amigos is. Pretty good Mexican food.
8. Post-it-note Comment: Plant Historic Trees: Pepper, Palm & Grevillea
9. Post-it-note Comment: Remove Old Cafe: Jiffy Coffee Shop and show historic house behind
10. Post-it-note Comment: Help dressing out side towards Holt Blvd. Cagle's Appliances Since 1952. Family owned
11. Post-it-note Comment: Re-zone Vacant property to a high density. Business on the bottom, housing on the top.
12. Post-it-note Comment: Potential Bike Path. (Grove Ave. traveling south of Holt Blvd.)

Problem Area Dots (RED):

1. Corner of Holt Blvd. & Bonview Ave. SW corner of intersection.
2. Corner of Holt Blvd. & Grove Ave. NW corner of intersection.

Things that they like Dots (BLUE):

1. Intersection of Holt Blvd. and Euclid Ave.
2. Open Space Park at the SE corner of the intersection of Holt Blvd. and Euclid Ave.
3. Corner of Holt Blvd. & Lemon Ave. SE corner of intersection.
4. Corner of Holt Blvd. & Plum Ave. SE corner of intersection.

Yellow highlighter Frequently drive or take transit across the corridor:

1. North of Holt Blvd. on San Antonio to W. D street. South of Holt Blvd. on San Antonio to W. Brooks Street.
2. East on Holt Blvd. start S. Vine Street to Grove Ave.
3. North & South on Euclid from Holt Blvd.
4. North & South on Sultana from Holt Blvd.

Blue highlighter where you walk in the corridor:

1. North & South on Euclid from Holt Blvd.
2. East from S. Vine Street to Euclid.

SUMMARY OF COMMENTS OR VOTING

Comments:

1. Post-it-note Comment: Own Lot from Holt Blvd. to Nocta. Not Safe -- Cars park on my lot, dump stuff on my property. Marie Amick. (Property is the second lot WEST of the Cucamonga Trail)
2. Post-it-note Comment: Need to Make sure the channel corridor is a class B bike rout, per San Bernardino Cycling plan 2001
3. Post-it-note Comment: Add Grocery Store near the Agricultural Land.
4. Post-it-note Comment: More trees along the whole corridor
5. Post-it-note Comment: Return concrete drainage channel to its Natural state.
6. Post-it-note Comment: Need to make the channel corridor is a class B bike rout, per San Bernardino Cycling plan 2001
7. Post-it-note Comment: Connection from Airport to future transit hub, to Convention Center to downtown & Amtrak. May be plan for Monorail towers at the center lane of Holt Blvd.

Problem Area Dots (RED):

1. Own Lot from Holt Blvd. to Nocta. Not Safe -- Cars park on my lot, dump stuff on my property. Marie Amick. (Property is the second lot WEST of the Cucamonga Trail)
2. Vacant office and retail space
3. SW corner Intersection Holt Blvd. and Vineyard Street
4. From Corona Ave. traveling west to Grove Ave. Safety issues. (Drug use, robbery, prostitution and vagrancies) (Yellow Highlighter)

Things that they like Dots (BLUE):

1. Cucamonga trail to Nocta.

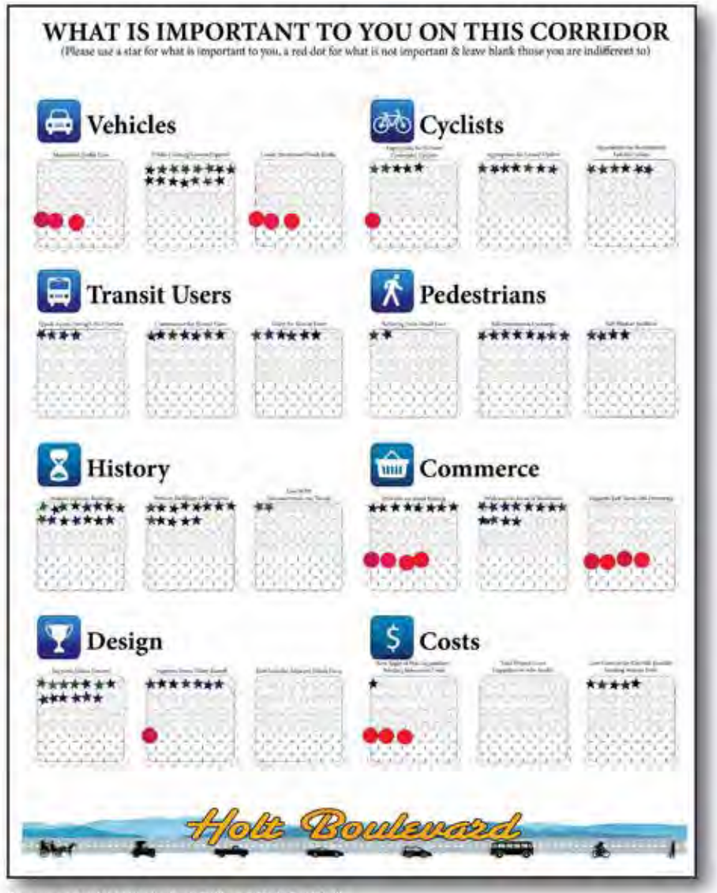
Yellow highlighter Frequently drive or take transit across the corridor:

1. Holt Blvd. on ramp to I-10 freeway. Off ramp from I-10 to Holt Blvd.

Blue highlighter where you walk in the corridor:

1. Cucamonga trail to Nocta.

Figure A-1: *Priority for Uses*



Summary of What Is Important To You on This Corridor?
Red Dot: What Is Not Important:
1. Vehicles: Maximized Traffic Flow and Goods Movement/truck Traffic
2. Cyclists: Appropriate for Serious/commuter Cyclists
3. Commerce: Provides on Street Parking And Supports Left Turn Into Driveways
4. Design: Supports Stormwater Runoff
5. Costs: Low Right of Way Acquisition/building Costs
Star: What Is Important
1. Vehicles: Traffic Calming/Lowered Speeds
2. Cyclists: Appropriate For Serious/commuter Cyclists, Appropriate for Casual Cyclists, Appropriate for Recreational/fam Cyclists
3. Transit Users: Quick Access Through The Corridor, Convenience for Transit Users, Safety for Transit Users
4. Pedestrians: Buffering from Travel Lane, Safe Intersection Crossings, Safe Median Facilities
5. History: Protects Historic Buildings, Protects Buildings of Character, Less Row Encroachment Into Parcels
6. Commerce: Provides on Street Parking, Walkways In Front Of Businesses, Supports Left Turn Into Driveways
7. Design: Supports Urban Forestry, Supports Storm Water Runoff, Best Scale for Adjacent Urban Form
8. Costs: Low Right of Way Acquisition/building Costs, Low Costs to The City/Alt. Feasible Funding Sources Exist.

Figure A-1: *Comments on Bike Boulevard*

SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: Example of Traffic Calming Project: "Good!"
2. Post-it-note Comment: Enhanced Bicycle Boulevard intersection. "This is really good idea"
3. Post-it-note Comment: Bicycle Specific Signage. "Good!"
Problem Area Dots (RED):
1. None
Things that they liked: Stars (Blue/Green/Silver):
1. 3-Stars: Enhanced Bicycler Boulevard intersection
2. 1-Star: Pavement Markings

Figure A-1: *Comments on Bike Treatments*

SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: Cycle Track: "Good but unfeasible"
2. Post-it-note Comment: Bike Signals and specialized bicycle crossings. "Where? Good but is it feasible?"
3. Post-it-note Comment: Bike Station "Local Business?"
4. Post-it-note Comment: Bike Station "Better design Bike Corrals"
Things that they liked: Stars (Blue/Green/Silver):
1. 2-Stars: Buffered Class 2
2. 1-Star: Sharrows
3. 1-Star: Green Striped Shared Lane w/ Sharrow's
4. 1-star: Bike Corral (Long Beach)
5. 1-star: A Bike Library

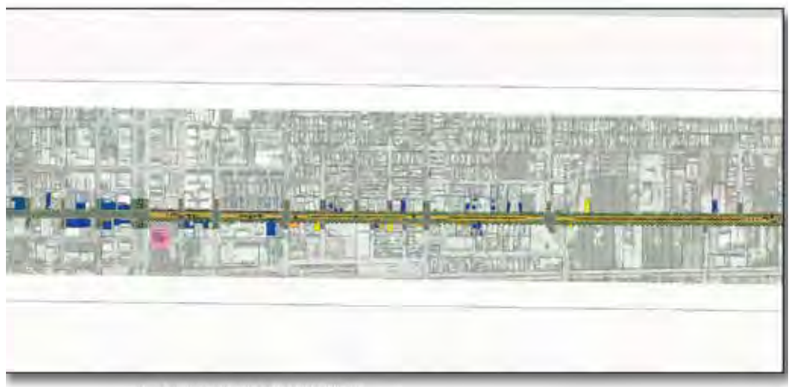
Figure A-1: *Workshop 2 • Comments on Alternative 1*

SUMMARY OF PREFERENCES OR COMMENTS
Things that they liked: Stars (Blue/Green/Silver):
1. 5-Star: In a agreement to Next to Alternative One – Vehicular Capacity Focus

SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "Laurel and Holt Blvd. needs a Light Signal many accidents have occurred. Traffic Passes extremely fast. Way Over speed Limit.

Figure A-1: *Workshop 2 • Comments on Alternative 2*

SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "I Like this Option but it be better if the center bus lane was available to cyclists."
2. Add Pedestrian Crosswalk on the Eastside of Granite and Holt.
3. Add Pedestrian Crosswalk at the Teriyaki Burger on Holt Blvd.
Problem Area Dots (RED):
1. 1-Red Dot: 1. Post-it-note Comment: "I Like this Option but it be better if the center bus lane was available to cyclists."
Things that they liked: Stars (Blue/Green/Silver):
1. 12-Stars: In a agreement to Next to Alternative Two -- Transit Priority Focus.
2. 3-Stars: At the Auto-Cultural Station
3. 1-Star: At the BRT Dedicated Lane -- Eastside intersection Holt Blvd. and Mountain Avenue.
4. 1-star: Proposed Dedicated Pedestrian Crosswalk at the Blue Craftsman Southside of Holt Blvd



SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "We need a Trolley or Dedicated Shuttle into Downtown."
Things that they liked: Stars (Blue/Green/Silver):
1. 3-Stars: at the BRT Station at Town-Center.
2. 2-Stars: East of BRT Station at Town-Center
3. 1-Star: At the BRT Dedicated Lane -- Eastside intersection Holt Blvd. and Sultana Avenue.
4. 1-Star: At the BRT Dedicated Lane -- Holt Blvd. and Monterey Ave.
5. 1-Star: At the BRT Dedicated Lane -- Westside intersection Holt Blvd. and Campus Avenue.
6. 1-Star: at the BRT Station at Agri-Culture BRT Station.

SUMMARY OF PREFERENCES OR COMMENTS
Things that they liked: Stars (Blue/Green/Silver):
1. 1-Star: Dedicated Pedestrian Crosswalk at Concrete Drainage Channel/Decomposed Granite trail

Figure A-1: *Workshop 2 • Comments on Alternative 3*

SUMMARY OF PREFERENCES OR COMMENTS
1. Add Pedestrian Crosswalk on the Eastside of Granite and Holt.
2. Add Pedestrian Crosswalk at the Teriyaki Burger on Holt Blvd.
Things that they liked: Stars (Blue/Green/Silver):
1. 2-Stars: In a agreement Next to Alternative Three – Transit & Bike Accommodating Focus

SUMMARY OF PREFERENCES OR COMMENTS

Things that they liked: Stars (Blue/Green/Silver):
1. 1-Star: Dedicated Pedestrian Crosswalk at Concrete Drainage Channel/Decomposed Granite trail

Figure A-1: *Workshop 2 • Comments on Alternative 4*

SUMMARY OF PREFERENCES OR COMMENTS
Things that they liked: Stars (Blue/Green/Silver):
1. 1-Star: In a agreement to Next to Alternative Four -- Multi-Modal
2. 1-Star: At Benson and Holt Blvd.

SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "Metro-Link Soon!"
2. Post-it-note Comment: "Got Amtrack on One Track - Metro Link on the Other-on this lot-one Big Crossing Center Platform facing both Track"
3. Post-it-note Comment: "Over all Good, however, the Bike Lanes should be flare w/out the parking lane."
Problem Area Dots (RED):
1. None
Things that they liked: Stars (Blue/Green/Silver):
1. 1-Star: In a agreement to 1. Post-it-note Comment
2. 1-Star: In a agreement to 2. Post-it-note Comment

SUMMARY OF PREFERENCES OR COMMENTS

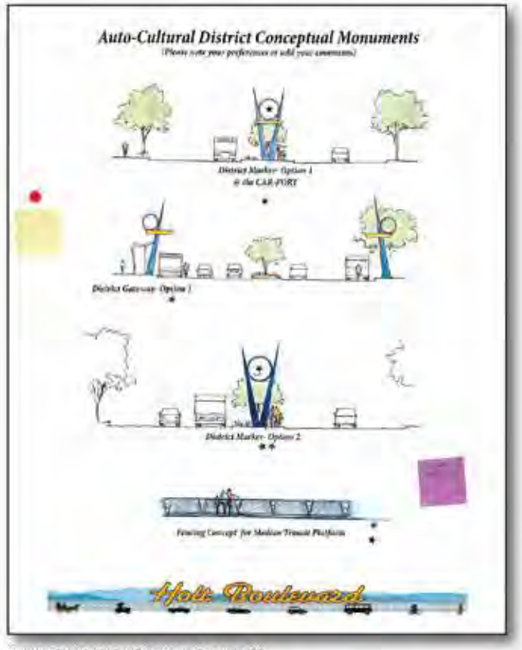
Things that they liked: Stars (Blue/Green/Silver):
1. 1-Star: Dedicated Pedestrian Crosswalk at Concrete Drainage Channel/Decomposed Granite trail

APPENDIX

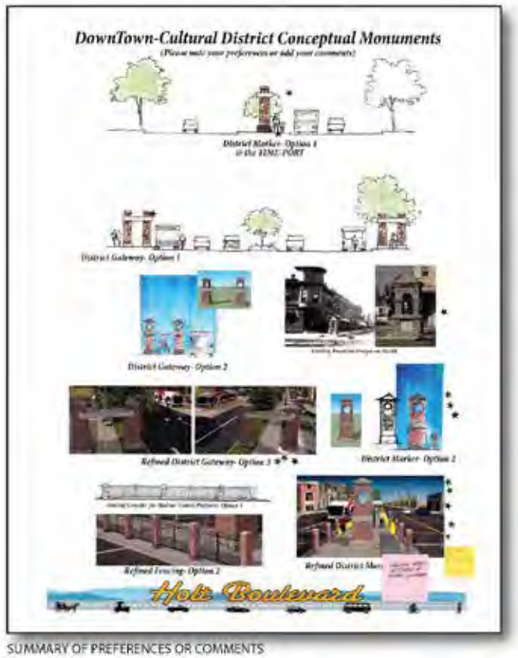
"B"

Design Samples

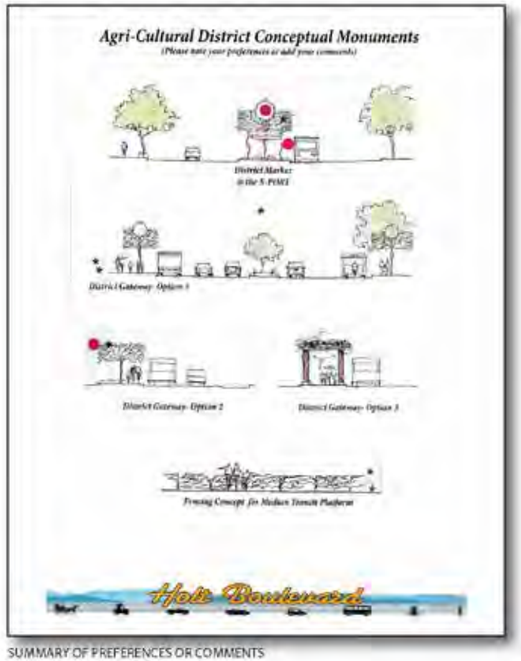
Figure B-1: Sample Design Ideas • *Comments on the Initial Design Districts*



SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "I think design does not fulfill intended purpose of highlighting 50's/older car culture. I'm not a fan of the primary colors and I think it looks like futuristic art
2. Post-it-note Comment: "Please ensure an attractive fence".
Problem Area Dots (RED):
1. 1-Red Dot in an agreement to Post-it Note
Things that they liked: Stars (Blue/Green/Silver):
1. 2-Stars: District Marker-Option 1
2. 1-Star: District Gateway-Option 1
3. 3-Stars: District Marker-Option 2
4. 2-Stars: Fencing Concept for Median Transit Platform

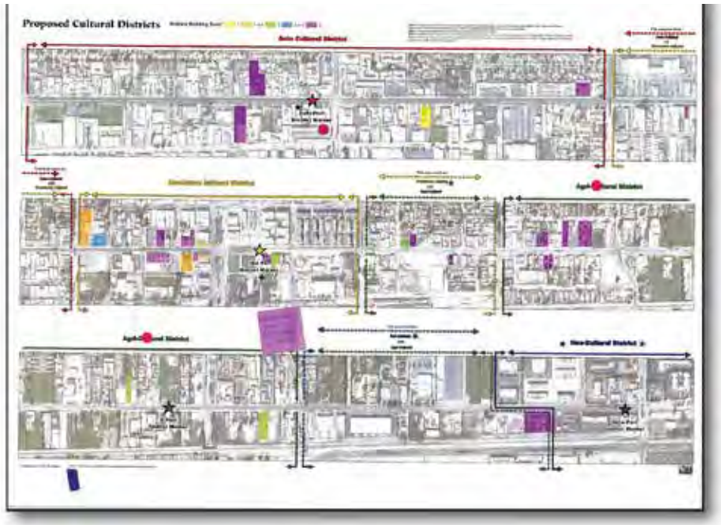


SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "Signage should be higher & bigger." - Refined Dist Marker-Option3
2. Post-it-note Comment: "Add clock(s) @ bus hubs for transit users".
Problem Area Dots (RED):
1. None
Things that they liked: Stars (Blue/Green/Silver):
1. 2-Stars: District Marker-Option 1
2. 1-Star: Existing Fountain Image on Euclid
3. 3-Stars: Refined District Gateway-Option 3
4. 3-Stars: District Marker-Option2
5. 5-Stars: Refined District Marker-Option3



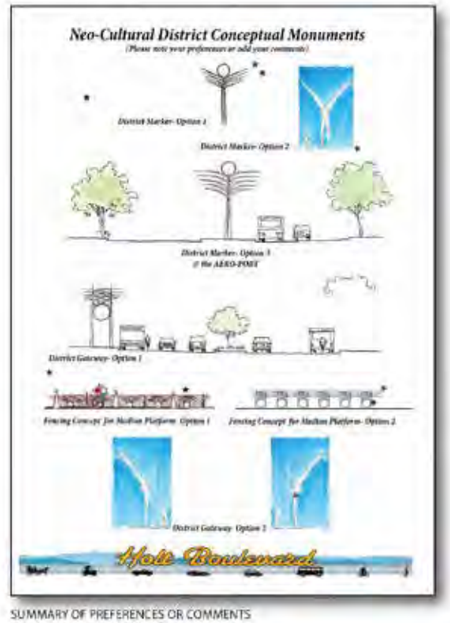
SUMMARY OF PREFERENCES OR COMMENTS
Problem Area Dots (RED):
1. 2-Red Dots: District Marker
2. 1-Red Dot: District Gateway-Option 2

Things that they liked: Stars (Blue/Green/Silver):
1. 1-Star: District Marker
2. 3-Stars: District Gateway-Option 1
3. 1-Star: District Gateway-Option 2
4. 2-Stars: Fencing Concept for Median Transit Platform
5. 1-Star: District Gateway-Option 3



SUMMARY OF PREFERENCES OR COMMENTS
Comments:
1. Post-it-note Comment: "Please Hire Local Artists for Sculpture/Markers Lots of Art!!!"
Problem Area Dots (RED):
1. 1-Red Dot at the Auto-Port District Marker
2. 2-Red Dot at the Agri-Cultural
Things that they liked: Stars (Blue/Green/Silver):
1. 1-Star: Auto-Port District Marker- at the BRT Station
2. 2-Star: Time-Port District Marker
3. 3-Stars: Neo-Cultural District
4. 2-Stars: Fencing Concept for Median Transit Platform

Special design boards were developed and distributed at the PDT / CAC meetings as well as at workshops to determine preferences for visual and aesthetic improvements. This section documents some of the input received.



SUMMARY OF PREFERENCES OR COMMENTS
Problem Area Dots (RED):
1. None

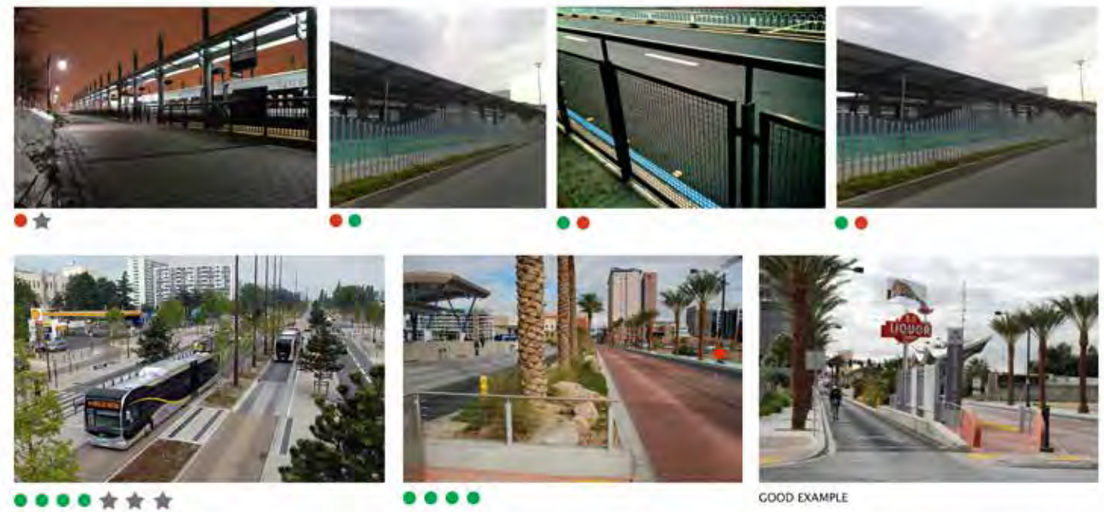
Things that they liked: Stars (Blue/Green/Silver):
1. 3-Stars: District Marker-Option1
2. 1-Star: District Marker-Option 2
3. 2-Stars: Fencing Concept for Median Transit Platform-Option 1
4. 2-Stars: Fencing Concept for Median Transit Platform-Option 2
5. 1-Star: District Gateway-Option 2

Figure B-1: Workshop 2 Input • *Community Preferred Design Examples)selected below refers to results of voting only and not on selected for recommendation)*

Selected District Markers

LIKED SELECTION
DISLIKED SELECTION
FAVORITE SELECTION

Selected Fencing Median Barriers



LIKED SELECTION
DISLIKED SELECTION
FAVORITE SELECTION

Selected Interpretive Signage

LIKED SELECTION
DISLIKED SELECTION
FAVORITE SELECTION

Selected Lighting

LIKED SELECTION
DISLIKED SELECTION
FAVORITE SELECTION

Selected Site Furnishings


NEW IMAGE


NEW IMAGE


NEW IMAGE


NEW IMAGE


NEW IMAGE


NEW IMAGE


NEW IMAGE

LIKED SELECTION
DISLIKED SELECTION
FAVORITE SELECTION

Selected Signage

NEW IMAGE

LIKED SELECTION
DISLIKED SELECTION
FAVORITE SELECTION

Selected Paving Patterns/Street Prints

LIKED SELECTION
DISLIKED SELECTION
FAVORITE SELECTION

Figure B-1: Workshop 2 Input • *Community Preferred Design Examples) selected below refers to results of voting only and not on selected for recommendation)*

Regional models: Rancho Cucamonga

- sidewalk condition/edge
- median treatment
- street tree scale/selection

Regional models: Rancho Cucamonga

- street identity (Route 66)
- pedestrian buffer from street
- bus shelter treatment
- pedestrian paving treatments

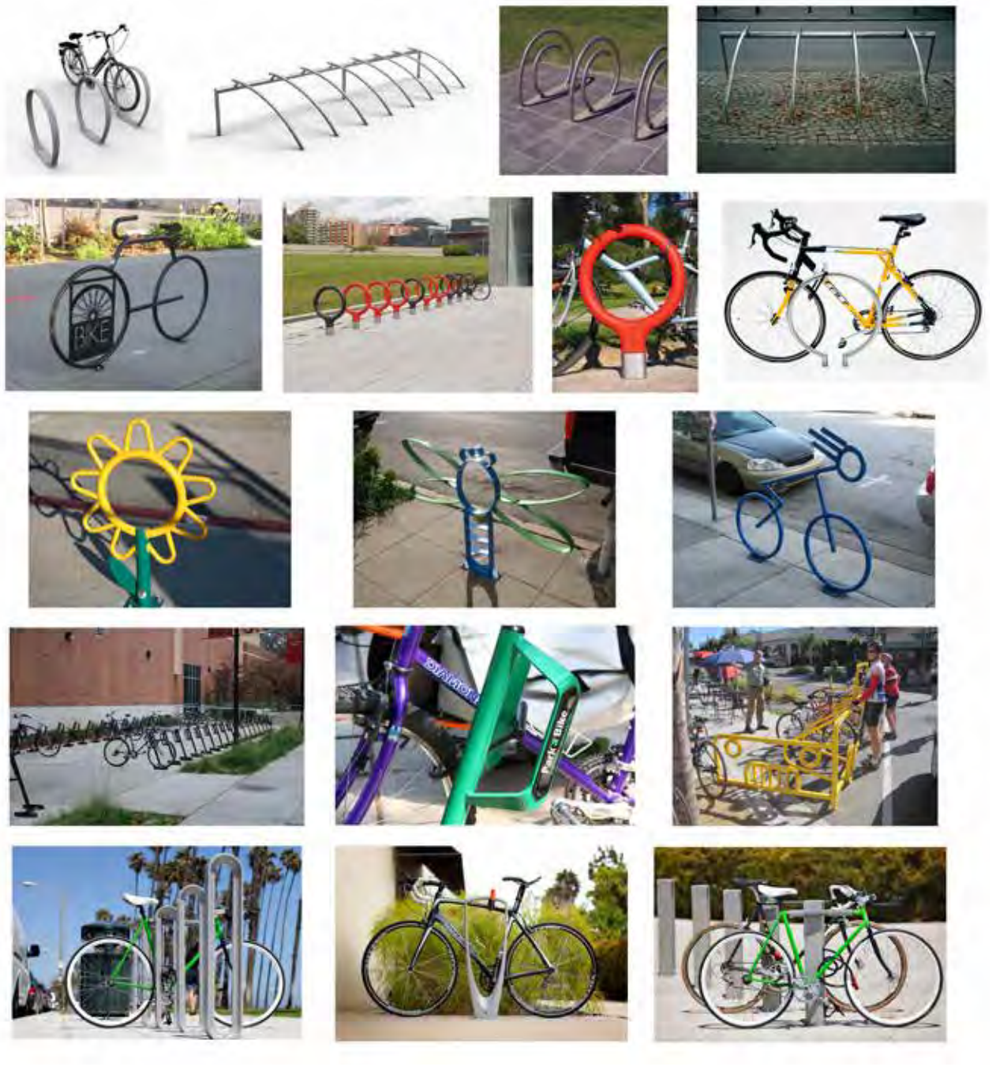
Regional models: Rancho Cucamonga

- street furnishings
- retail/office scale
- street identity
- median treatment

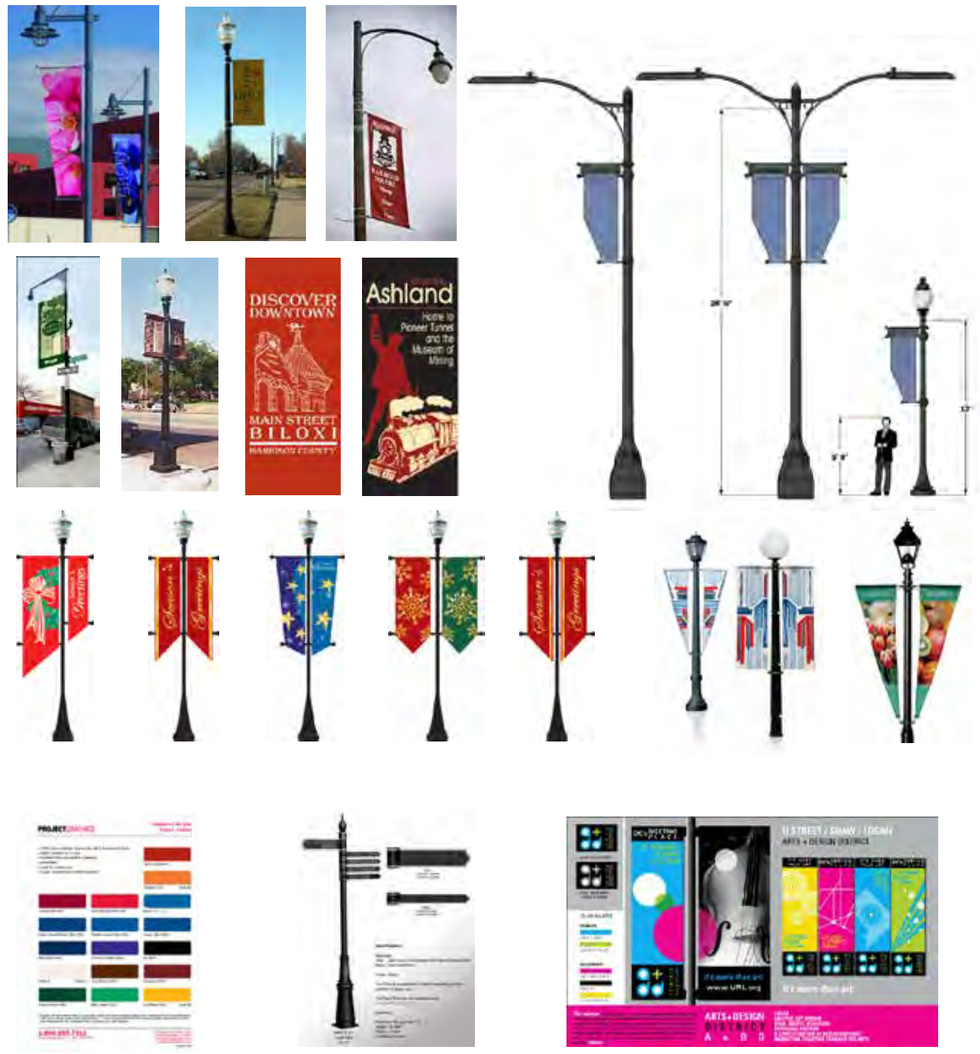
Regional models: Clairemont

- historic identity
- bike lane treatment
- unique details

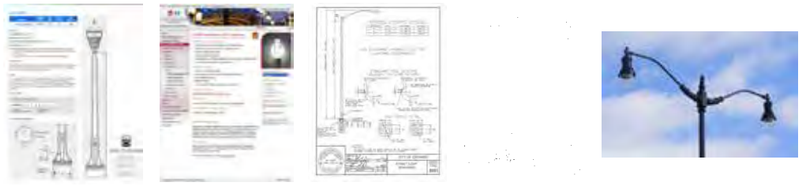
Bike Rack Examples:



Design Banner Examples:



Design Light Standards Examples:



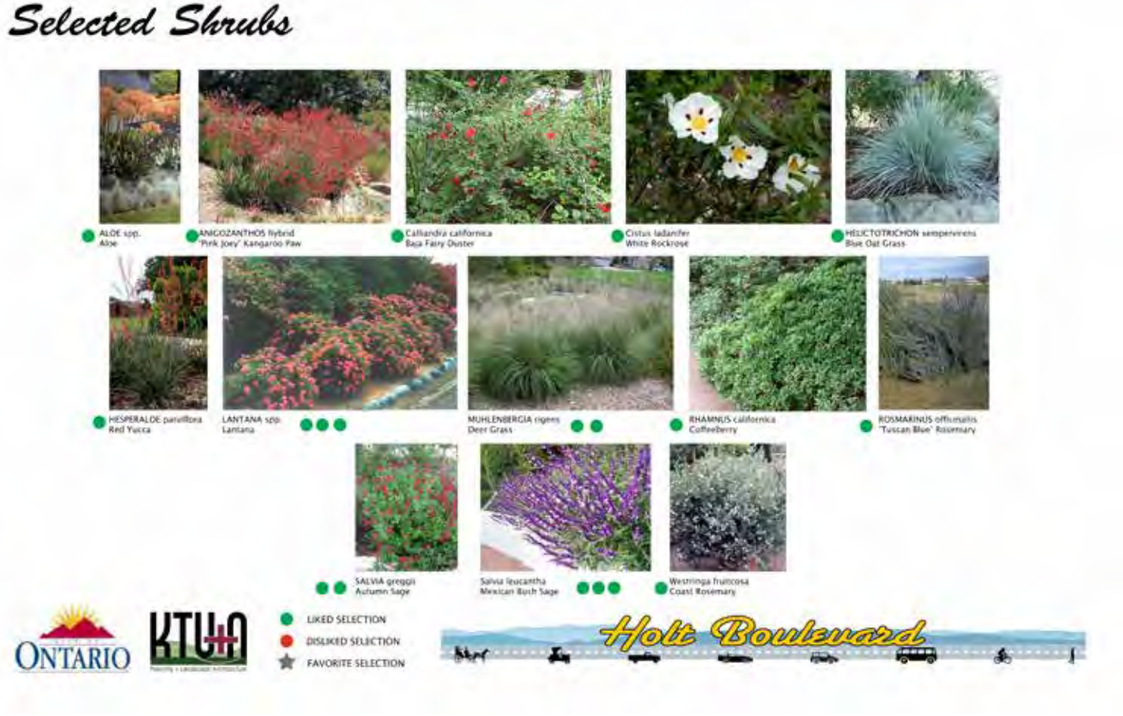


Figure B-1: *Samples of Pedestrian Issues and Potential Solutions*

HOLT BOULEVARD CORRIDOR PLAN: PEDESTRIAN ISSUES AND SOLUTIONS

Accessibility Issues

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design

Issues	Potential Solutions (See legend*)
A1 – Missing pedestrian ramps. Pedestrians requiring the use of ramps for maneuverability may not be able to cross the street, or may be forced to travel in the street, increasing the risk of vehicular/pedestrian collision.	1A, 2A
A2 – Pedestrian ramps do not meet standards. Ramps that lack tactile indicators or ramps that are constructed with steep running slopes, large gutter transitions or excessive cross slopes, decrease accessibility. Some intersections require two ramps per corner for safety and access.	2A, 3A, 4A, 6A, 7A
A3 – Missing pedestrian signals. Missing or non-accessible (height or location) pedestrian signals or signal actuators diminish maneuverability.	2A
A4- Sidewalk obstacles. Site furnishings, above-grade utilities and temporary construction fencing can create vertical clearance and protruding barriers.	3A, 4A
A5 – Sidewalk gaps. Missing sidewalk segments can make an entire route inaccessible for some pedestrians.	4A, also see 20S
A6 – Inconsistent sidewalk design. Meandering walkways or abrupt changes in the travel path can be difficult for the visually impaired to navigate.	4A
A7 – Cross slopes. Excessive cross slopes, often at driveways, can decrease accessibility.	5A
A8 – Steep grades. Excessive grades, often at intersections with alleys, can make maneuverability difficult.	6A
A9 – Substandard walking surfaces. Slick or uneven walking surfaces, or trip hazards, can make maneuverability difficult.	7A

Accessibility Solutions

1A) Pedestrian ramps
2A) Audible/visual crosswalk signals
3A) Walkways and ramps free of damage or trip hazards
4A) Pedestrian paths free of gaps, obstructions and barriers
5A) Sidewalks with limited driveways and minimal cross-slope
6A) Re-grade slope of walkway to meet ADA/Title 24 standards
7A) Repair, slice or patch lifts on walking surfaces and re-set utilities boxes to flush

* The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.

Connectivity Issues

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.

Issues	Potential Solutions (See legend*)
C1 - Street patterns are not connected. Pedestrians are required to take a long route to reach neighborhood attractors, schools and transit. Curvilinear and dead-end streets (cul-de-sacs) tend to discourage walking.	1C, 2C, 3C, 5C
C2 - Walking barriers. Natural barriers (canyons or slopes) or man-made barriers (freeways or rail lines) tend to discourage walking.	6C
C3 - High speed roadway barriers. High volume, multi-lane and high speed roads create a perceptual and/or safety barrier that discourages crossing and may require pedestrians to walk blocks out of direction to safely cross.	4C, 5C, 6C, 7C, also see 1S, 2S, 3S, 4S, 10S, 11S, 12S, 13S
C4 - Complete lack of walkways. Entire neighborhoods may lack pedestrian facilities. Except in some rural locations or other special circumstances, all streets should have sidewalks.	2C
C5 - Isolated land uses. If the distance between where people live and where they work, shop, learn or play is more than a mile, most people will never walk. Curvilinear streets and non-connected street patterns contribute to this effect.	3C, 5C, 8C
C6 - Isolated transit facilities. Transit systems are often not close enough to origins (generators) or destinations (attractors) to make walking between them feasible. Transit systems generate pedestrian activity, which in turn, supports transit if the stops are within a reasonable walking distance.	1C, 2C, 3C, 4C, 5C, 6C, 7C, 8C

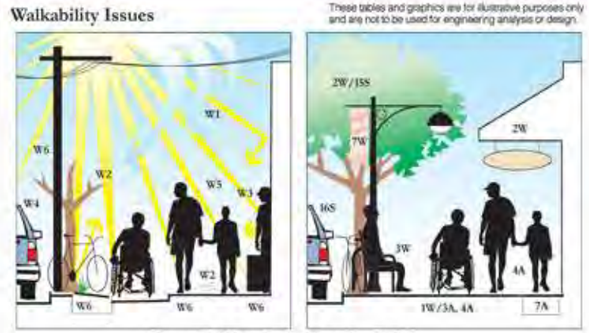
Connectivity Solutions

1C) Missing sidewalk segments added in areas where sidewalks mostly exist
2C) Missing sidewalks added in areas where no sidewalks exist at all
3C) Connecting pathways added between streets
4C) Street widths reduced or features added to narrow crossing distance
5C) Destinations added or made more connected within walking distance of origins
6C) Pedestrian bridges added that avoid excessive ramp lengths
7C) Pedestrian crossing opportunities added for all sides (legs) of intersections
8C) When reviewing projects, verification that pedestrian routes and distances between land uses are reasonable and direct

* The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.

Walkability Issues

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.



An unwalkable environment...made walkable

Issues	Potential Solutions (See legend*)
W1 - Harsh environmental conditions. Direct sun, noise, vehicle fumes and wind can all contribute to an unpleasant walking environment.	1W, 2W, also see 15S, 16S
W2 - Poor maintenance. Trash, weeds, derelict structures and graffiti can discourage people from walking.	1W, also see 19S
W3 - Perceived unsafe walkways due to fear of crime. The actual or perceived threat of theft, assault or panhandling can discourage walking.	1W, 7W, also see 19S
W4 - Lack of buffer from high speed or high volume traffic. Proximity to high speed, high volume traffic creates an unpleasant walking environment.	1W, 2W, 3W, also see 2S, 15S, 16S, 18S
W5 - Absence of site amenities. Streets lack amenities such as places to sit, shade, drinking fountains, trash receptacles, bicycle racks and pedestrian signage	3W, 7W, also see 15S
W6 - Walkway obstructions. This issue goes beyond minimum ADA standards and includes obstructions that force a sidewalk user to go around an obstruction, crowded sidewalks, or the presence of multiple surfaces, slopes and trip hazards.	1W, also see 3A, 4A, 7A
W7 - Limited street crossing options. Walkability can be impaired when it takes a long time to get from origin to destination.	4W, 5W, 6W, also see 2S, 7S, 8S, 10S, 11S, 12S, 13S, 14S, 20S

Walkability Solutions

1W) Provide greater than minimum walkway widths (>5 feet)
2W) Provide trees, awnings or building overhangs to shade walkways
3W) Provide street furnishings for comfort and enjoyment
4W) Provide countdown display crosswalk signals
5W) Provide traffic control for crossings such as traffic signals or "all way stops"
6W) Provide "pedestrian scrambles" (simultaneous crossing allowed in any direction, including diagonally)
7W) Provide public art such as decorative paving, tree grates, banners, art pieces, signage, etc.

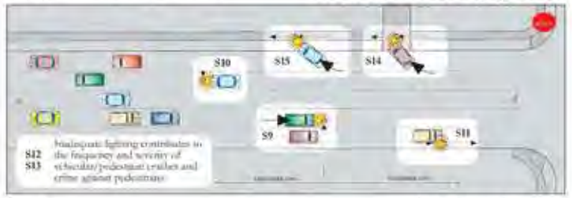
* The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.

Figure B-1: *Samples of Bike and Pedestrian Issues and Potential Solutions*

HOLT BOULEVARD CORRIDOR PLAN: PEDESTRIAN & BICYCLE ISSUES AND SOLUTIONS

Safety Issues (along Streets)

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.



Issues	Potential Solutions (See legend*)
S9 – Lack of legal or safe crossings. Uncontrolled, restricted or excessively spaced crossings without stop signs or signal control can encourage mid-block crossings (whether legal or illegal).	1S, 5S, 10S, 11S, 12S, 13S, 14S, 17S, 18S, 19S
S10 – Mid-block "jay walking." Safe, controlled intersection crossings often exist within typical blocks. However, some adjacent uses and high levels of pedestrian use may encourage illegal crossings putting the pedestrian at risk, especially if crossing from between parked vehicles.	1S, 5S, 10S, 11S, 12S, 13S, 14S, 17S, 18S, 19S
S11 - Street collisions where no sidewalk exists. Where sidewalks are missing or damaged, pedestrians may be required to walk in the street, exposing them to collisions. Walking in the street is especially unsafe if vehicular speeds are above 25 mph, the travel lane is next to the curb or edge of the roadway, and the roadway is relatively narrow.	18S, 19S, 20S
S12 - Unsafe conditions in the dark. Where lighting and/or building forms do not allow for defensible space, the walker may be subjected to robbery or personal harm.	17S, 18S
S13 - Disincentive to walk in the dark. Inadequate light levels can influence a pedestrian's decision to not walk at night and can also result in collisions due to low visibility.	17S, 18S, 19S
S14 - Turning into or out of driveways and alleys. Vehicles turning into or out of curb-cuts, driveways or alleys can collide with pedestrians on sidewalks. The driver is violating pedestrian right-of-way, but this collision is difficult to control through physical changes.	13S, 16S, 17S, 18S, 19S
S15 - Out-of-control collisions on sidewalks. Pedestrians may be exposed to high speed vehicles where no buffers exist (such as trees, bike lane or parked cars). The problem is worse where there is no buffer between travel lanes and sidewalks.	6S, 15S, 16S, 17S, 18S, 19S

Safety Solutions

1S) Median refuges (a safe place to stand in the street)
2S) Pedestrian pop-outs (curb/sidewalk extensions into street)
3S) High-visibility crosswalk striping
4S) Elevated and/or specially paved crosswalks
5S) Advance stop bars at least 15 feet but ideally 30 feet from crosswalks
6S) Radar speed monitoring and display
7S) Reduced curb radii
8S) Early pedestrian start at crossing signal
9S) No right turn on red at intersection
10S) Mid-block crosswalks with pedestrian flashers, but no traffic control
11S) Automatic pedestrian detection and signal control
12S) Mid-block crosswalks with signs, median or curb extensions and flashing lights in the roadway
13S) Mid-block crosswalks with pedestrian-actuated traffic control devices
14S) One-lane mid-block crossing with high contrast markings, signs, and center lane marker
15S) Parkway planting buffer between cars and pedestrians
16S) On-street parking buffer between cars and pedestrians
17S) Adequate pedestrian lighting levels
18S) Various traffic calming measures
19S) Enforcement and education solutions
20S) Missing sidewalk added or provide adequate walkway width clear of obstructions

*The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.

Safety Issues (at Intersections)

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.

Issues	Potential Solutions (See legend*)
S1 - Right turning collisions. Collisions can occur between right turning vehicles and pedestrians even though both may have a green light. High speed right turns may divert the driver's attention from watching for pedestrians, to watching for vehicles approaching from the left. Dual right turn lanes and wide-radius corners with channelized right turn lanes can make collisions more frequent and severe.	2S, 3S, 4S, 7S, 8S, 9S, 11S, 17S, 18S, 19S
S2 – Turns from minor road stop-controlled intersection. Turning vehicles may violate the pedestrian right-of-way.	2S, 3S, 4S, 7S, 17S, 19S
S3 – Right turns at red lights. Right turning vehicles at red lights may violate the pedestrian right-of-way during the pedestrian signal or when the pedestrian illegally walks against the red light.	2S, 3S, 4S, 17S, 19S
S4 - Left turning collisions. Left turning vehicles at permissive left turns (green light yield) may violate pedestrian right-of-way, or at protected left turn (green arrow) if pedestrians walk illegally against the light.	1S, 3S, 4S, 8S, 11S, 17S, 19S
S5 – Wide streets. Age, ability and street crossing distance may make it difficult for some pedestrians to cross wide streets in one cycle. Pedestrians may enter the crossing signal phase illegally without time to cross.	1S, 2S, 3S, 4S, 8S, 11S, 17S, 18S, 19S
S6 - Multiple lane crosswalk collisions. Pedestrian collisions with vehicles can occur in crosswalks at stop signs with multiple lanes in each direction. Larger vehicles can shield views of pedestrians and drivers from each other. Drivers may also encroach on the crosswalk in an attempt to see oncoming traffic.	2S, 3S, 4S, 8S, 17S, 18S, 19S
S7 - Controlled intersection collisions. Pedestrian collisions with vehicles may occur at intersections with signals or stop signs. Collisions may occur due to high speeds, signal running, or either a driver or pedestrian violating the other's right-of-way.	1S, 2S, 3S, 4S, 8S, 9S, 11S, 17S, 18S, 19S
S8 - Uncontrolled intersection collisions. Collisions may occur at intersections with no stop signs or traffic signals. Multiple lanes in each direction intensify this problem dramatically, as well as poor visibility and lack of median refuges. Drivers may not understand that pedestrians have the right-of-way at intersections, regardless of crosswalk markings.	1S, 2S, 3S, 4S, 8S, 7S, 17S, 18S, 19S, **also see SW**

Safety Solutions

1S) Median refuges (a safe place to stand in the street)
2S) Pedestrian pop-outs (curb/sidewalk extensions into street)
3S) High-visibility crosswalk striping
4S) Elevated and/or specially paved crosswalks
5S) Advance stop bars at least 15 feet but ideally 30 feet from crosswalks
6S) Radar speed monitoring and display
7S) Reduced curb radii
8S) Early pedestrian start at crossing signal
9S) No right turn on red at intersection
10S) Mid-block crosswalks with pedestrian flashers, but no traffic control
11S) Automatic pedestrian detection and signal control
12S) Mid-block crosswalks with signs, median or curb extensions and flashing lights in roadway
13S) Mid-block crosswalks with pedestrian-actuated traffic control devices
14S) One-lane mid-block crossing with high contrast markings, signs, and center lane marker
15S) Parkway planting buffer between cars and pedestrians
16S) On-street parking buffer between cars and pedestrians
17S) Adequate pedestrian lighting levels
18S) Traffic calming measures
19S) Enforcement and education solutions
20S) Missing sidewalk added or provide adequate walkway width clear of obstructions

*The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.

Bicycling Issues

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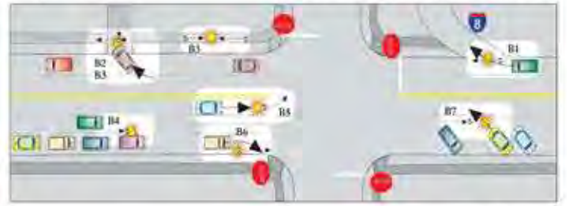

Issues	Potential Solutions (See legend*)
B1 - Crossing Freeway on-ramps. Bicycle facilities that cross freeway on-ramps put the cyclist in a conflict point with crossing traffic that is accelerating to highway speeds.	1B, 6B, 9B
B2 - Alley Conflicts. Cyclists that use alleys for travel must be aware of visibility problems for motorists, pedestrians and other cyclists.	1B, 2B
B3 - Sidewalk Conflicts. Cyclists riding on the sidewalk not operating at pedestrian speeds must yield to pedestrians and use caution at every driveway, intersection, alley and business entrance.	1B, 2B, 3B, 5B
B4 - Door Zone. Cyclists riding adjacent to parallel parked cars cannot be expected to ride closer than three feet to the parked cars. They are at risk for being hit or running into an opening car door. This type of collision between a parked car and bicyclist is often referred to as "dooring".	4B, 6B
B5 - Left Turning Conflicts. Cyclists needing to turn left must navigate their way to the left turn lane (or left lane) are at risk for being hit as they are no longer in an area where they are more likely to be seen.	7B, 8B
B6 - Right Turning Vehicles. Cyclists proceeding straight through an intersection are at risk for being hit by a right turning vehicle. This type of collision is often referred to as a "right hook".	9B, 10B
B7 - Angled Parking. Cyclists riding behind angled parking are vulnerable to being backed into due to impeded visibility from adjacent vehicles.	10B

Bicycle Solutions

1B) Use caution, yield to slower users
2B) Ride in designated bike lanes, routes or streets
3B) Ride bicycle at pedestrian speed.
4B) Mark proper lane placement with shared lane markings or "sharrows"
5B) Add a bike lane
6B) If space is available, install a 2' striped buffer between the bike lanes and parking lane edge
7B) Install a bike box
8B) Increase signage
9B) Add color to the bike lane at conflict point
10B) Install reverse angled parking for improved sight lines and increased safety

*The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.

APPENDIX

"C"

Meeting Minutes

The following meeting minutes are from the formal Project Development Team meetings held throughout the length of the contract.

KTU+A
Planning + Landscape Architecture

3916 Normal Street
San Diego, CA 92103
(619) 294-4477

AUGUST 30, 2011

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: August 29, 2011

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Cathy Wahlstrom	Ontario/Planner	cwahlstrom@ci.ontario.ca.us
Tom Danna	Ontario/Transportation	tdanna@ci.ontario.ca.us
Daniel Kopulsky	CalTrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
John Chiu	Caltrans	john_chiu@dot.ca.gov
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com

ITEM DISCUSSION

1. Group assembled, Rudy provided an Agenda, edited copy of Exhibit "A" Scope of Work, and team member introductions were made.
2. KTU+A will revise scope to indicate that KTU+A will have baseline data for discussion and determine project boundaries for the first kick off meeting.
3. Rudy pinned up an area aerial map and identified contextual areas as well as the areas of work. KTU+A will consider immediate project limits of potential improvements. For planning purposes, maps could show alternative study areas, including Holt Blvd and adjacent significant context areas. Walk zones using 5, 10 and 15 minute walk times using existing walkway will be used for connection limits with similar times will be used for bike zones. Transit connections and land use policies / conditions will be used for potential integration limits.
4. Regarding use of Word vs. InDesign, Mike noted that editable Word files could be provided, but would present some limitations and was in favor of InDesign documents given the more complex nature of planning documents. Word text only files will be provided in all deliverables along with native InDesign files and pdfs.
5. Tom advised that KTU+A should receive information regarding transit centers/shelters especially as related to Holt and Euclid (one bus stop on Sultana). Holt corridor is among the busiest transit routes in the area. KTU+A should receive a Civic Center Bus Stop improvement Plan; the team may want to consider additional options for bus shelters other than the standard advertisement based transit stops. If the shelter is out of the ROW, then the maintenance and construction can be put on the adjacent development. If in the ROW, then the maintenance will need to be covered by a maintenance assessment district or other business district.
6. All deliverables from the consultant for presentations will included both a pdf and a native PowerPoint presentations will be prepared by KTU+A. CALTRANS will be included for these deliverables.
7. "Fly through" will be SketchUp model (by KTU+A) with minimal building massing; photo library will be InDesign File or Word, and will come as part of document.
8. KTU+A is to specify size, color, mounting type in the scope of work- KTUA maps will be in color, unmounted (to maintain flexibility, will be clip-mounted to foam-core boards, will be up to 54" size at minimum). KTU+A will adjust Exhibit A language to reflect more specifics that are acceptable to the City.
9. City has new standards for signals, lighting electrical equipment and has done the studies to indicate these energy savings. (Note, the intent of this task was to determine energy savings related to signal synchronization, not energy efficiency of lighting).
10. KTU+A will be sure to emphasize the use of California friendly plant and tree materials; when discussing different plant types, KTU+A will show alternatives and respective benefits.
11. KTU+A typically prepares 3 alternative concepts/options; there is sufficient $$$ in the budget to prepare and refine alternatives. From three alternatives, one may emerge as the preferred alternative, or a final, hybrid refined alternative may emerge in the process.
12. KTU+A will include a Phase 4.1 Work Products section and will identify work products per Rudy's comments.
13. The inclusion of traffic analysis and vehicular circulation concepts could be a factor in determining the preferred concept.
14. KTU+A will add additional work description for Workshop that will follow Workshop described in Item 4.4.
15. KTU+A will add appendices to the document noting the visioning process, public input for workshops and background describing process for the purpose of understanding at a later date how conclusions were reached, including identification of parties making decisions.
16. John Chiu - when will site visit be made? This task is associated with Task 1.2; initially group will make van tour and work towards more detailed site review.
17. John Chiu 1.5.4 - how will this be paid for? City of Ontario staff will perform this work.
18. Rudy - Fee Proposal questions:
    a. Item 1.4 Project start-up, for all phases of project? KTU+A: Yes, the task occurs over the full length of the contract.
    b) "box on bottom" How does that work? Mike reviewed composition of matrix. Traffic counts at nine (9) locations. Some suggested locations include State and Grove, Campus and Grove, 8th (?) and Cannon; other locations will be determined. Group would like to see twelve (12) locations studied and included in the proposal.
    c) quantity of copies of studies is acceptable to the City.
19. John Chiu - CalTrans has particular format for invoicing and showed format to City; the format will be provided to the City in digital form; modifications to the format can be made. KTU+A should utilize form for consistency purposes in billing cycle. The group agreed that a monthly billing cycle will be used with % complete per phase indicated and time sheet backup to show how this time can support the % complete claim. It was noted that time sheet backups will never add up exactly to budgets and % completes, so they should be used as general guidelines.
20. Rudy will review KTU+A comments regarding Service Agreement Contract.
21. Rudy reviewed next steps in the process, per Agenda.
22. Two City-produced videos were viewed, the videos - "Roadside Ontario, the Lure of the Open Road," and "This Place Matters" - document the historic nature, evolution, growth, and community fabric of The City of Ontario.
23. The group reconvened for a van-tour of Holt Boulevard, adjacent neighborhoods, and understanding other levels of vehicular service in the area. A number of details regarding historic structures, roadway alignments, tree planting, pedestrian and bicycle use, and other factors influencing the past, present, and future of Holt Boulevard were discussed.

Action Items:
1. KTU+A:
   a. Revise Exhibit A per discussion above
   b. Revise Exhibit C per discussion above
   c. Provide language changes for indemnification in draft contract
2. Others:
   a. City to provide Civic Center Transit Plan
   b. CALTRANS to provide quarterly report forms in excel formats

Prepared by: John Taylor

ALL PARTIES ARE REQUESTED TO REVIEW THESE MEETING MINUTES AND REPORT ANY ADDITIONS AND DISCREPANCIES TO THE AUTHOR WITHIN THREE (3) DAYS OF RECEIPT.
CC: Jason D. Pack – Fehr & Peers

Planning + Landscape Architecture

3916 Normal Street
San Diego, CA 92103
(619) 294-4477

OCTOBER 8, 2011

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: October 3, 2011
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Planning Director	jblum@ci.ontario.ca.us
Cathy Wahlstrom	Ontario/Planner	cwahlstrom@ci.ontario.ca.us
Raymond Bell	Sr. Land Planner	rlee@ci.ontario.ca.us
Roberto Perez	Maintenance Supervisor	ROPerez@ci.ontario.ca.us
Ron Watson	Corporal, Police	rwatson@ontariopolice.org
Charity Hernandez	Redevelopment Manager	chernand@ci.ontario.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Daniel Kopulsky	CalTrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
John Chiu	Caltrans	john_chiu@dot.ca.gov
Julie Bjork	Housing Director	jbjork@ci.ontario.ca.us
Tom Danna	Ontario/Transportation	tdanna@ci.ontario.ca.us
Mauricio Diaz	Principal Engineer	mdiaz@ci.ontario.ca.us
Sheldon Yu	Sr. Assoc. Engineer	SYu@ci.ontario.ca.us
Diane Ayala	Planning	dayala@ci.ontario.ca.us
Anna Rahtz	PM, Omnitrans	anna.rahtz@omnitrans.org
Mike Eskander	Engineering	meskander@ci.ontario.ca.us
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Jason Pack	Fehr & Peers	j.pack@fehrandpeers.com

Meeting Minutes page total: 3

ITEM DISCUSSION

1. Kick-off meeting began with a series of introductions from the group. Rudy review short video, 3-Way Street focused on bicycles, pedestrian, vehicular traffic, a safety issues.
2. A Survey was handed out to attendees requesting input on a series of questions; t Survey is attached to these notes.
3. Mike reviewed the team structure, design philosophy (LEED, Smart Grow transportation, walkable communities, smart mobility). KTU+A highlighted oth relevant experience from the Interview including the City of National City, 8th Stre Smart Growth Corridor and other Master Plan experience, various modes of access, safety issues, site context, connections, and land uses. KTU+A showed various solutions for 8th Street through sketch, digital, and 3d simulation graphics. KTU+A reviewed the Harbor Blvd two-cycle track.
4. Mike reviewed Fehr & Peers background in traffic analysis, including processes that include pros and cons for team input.
5. Mike reviewed the Proposed Schedule; the project is about 1.5 - 2 months behind from the initial target due to administrative reasons. There may be consideration by the City of Ontario extending the due date.
5. Mike reviewed the historic context of Holt Boulevard and resources.
6. Mike reviewed some preliminary thoughts and perceptions regarding Holt Boulevard. Attendees made comments regarding an approach to the structure of Holt – it is distinguished by three particular nodes or gateways: Downtown, East and West. Mike reviewed Challenges and other Existing Conditions.
7. Next month's anticipated work effort will include data collection, understanding of the road and street environment, land uses, in order to facilitate informed discussions regarding Holt. KTU+A is interested in obtaining all other data the participants might be able offer relative to Holt. City will provide lighting and tree information.
8. Dan noted situation with City of San Bernardino – BRT mapping study being done that may be translated to City of Ontario, compatible land uses. Rudy, coordination with City of Montclair might be advisable. Jason had questions regarding BRT alignments. Mike requested transportation studies, even if they are not conclusive. Jerry commented on other studies that are occurring in the vicinity of Holt Blvd. Jerry commented that they are working with SCAG regarding getting another Blueprint project for Downtown related to BRT stations.
9. Rudy reviewed Project Scope of Work and Schedule. The Scope has not had major changes except for the dropping of consultant initial environmental review tasks for the proposed projects.
10. PDT items were highlighted as being of particular importance to the Project Team. Next meeting will review existing conditions, issues and challenges, and best practices to solve identified problems.
11. Kathy – questions were raised regarding the Community Design process in terms of participation, involvement, and duration.
12. John Chiu CalTrans had questions regarding Merchants Association/Chamber of Commerce. John advised that these groups should be invited to all workshops; City will facilitate this action. Other potential stakeholders to contact include bicycle groups (or individuals with influence among the bicycle community), historic organizations and other grassroots bicycle groups or walking advocates.
13. Mike suggested that the CAC meeting could happen at same time as community meetings; City to advise how best KTU+A can be utilized in those meetings.
14. Rudy opened to the group question of on future Meetings– Mike recommended once a month meetings; there may be exceptions to meet more often when an upcoming workshop will occur. Per group discussion, Monday, 10:00am - Noon meetings works well for the group.
15. Rudy will provide contact list to group. Rudy will revise and update schedule.
16. Rudy will be primary distribution point for information. *Sharepoint* website and access tools will be used for access of data and communications.
17. Mike reviewed survey information handed out at beginning of meeting; KTU+A will track and summarize input obtained at the meting. Group discussion ensued regarding bike use on Holt, walking on and around Holt Blvd, and the sense of nodes and activity on Holt.
18. KTU+A will provide preliminary Vision Statement for the project to the group; final Vision Statement will be developed at next meeting.
19. Next meeting will be November 7, 2011.

Action Items:

1. KTU+A:
   a. Provide preliminary vision statement and possible objectives
   b. Provide outline of existing conditions and support maps
   c. Coordinate with Fehr and Peers on traffic modeling (intersections to be reviewed)
   d. Coordinate with Omintrans on future BRT / Rail plans / Bus lines
   e. Provide preliminary mapping requirements and continue to identify missing data

Prepared by: John Taylor

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CC: Jason D. Pack – Fehr & Peers

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NOVEMBER 10, 2011

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: November 7, 2011
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Daniel Kopulsky	CalTrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
Tom Danna	Ontario/Transportation	tdanna@ci.ontario.ca.us
Diane Ayala	Planning	dayala@ci.ontario.ca.us
Anna Rahtz	PM, Omnitrans	anna.rahtz@omnitrans.org
Rohan Kuruppu	Director, Omnitrans	rohan.kuruppu@omnitrans.org
Scott Murphy	Asst. Planning Director	smurphy@ci.ontario.ca.us
Mike Eskander	Engineering	meskander@ci.ontario.ca.us
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com

Meeting Minutes page total: 2

ITEM DISCUSSION

1. Mike reviewed the October 8, 2011 Meeting Minutes.
2. There will be more than $100 million in Federal and State transit funds spent on the East Avenue corridor. Holt will be an associated extension of this BRT line. The Holt Blvd. project needs to help protect and enhance this investment. The project should take into account future transit facility needs as well as the opportunities this transit support can provide for walkability and business development along Holt. We need to plan for BRT now and include some BRT specialized facility needs. These needs may or may not include dedicated lanes, but will likely include transit traffic priorities to allow the BRT to be express. Options could include median based stations as well as median running lanes.
3. Tom asked if the project would include a discussion about possible funding sources? The consensus was that this kind of discussion would take place through implementation and phasing discussions in the document.
4. The open lot on the southeast corner of Euclid and Holt will be developed utilizing three story office buildings with parking in the back.
5. John reviewed an overlay trace analysis of East and West Holt Boulevard for the purpose of obtaining attendee input regarding assets, liabilities, constraints, and opportunities. Analysis included prevalence of auto-related businesses, vacant lots, historic context and presence on Holt Boulevard, presence of vegetation and street tree planting, and general perception of spatial zones.
6. Diane and Rudy have looked at the corridor closely and found some of the similar architectural jewels that John did. Rudy feels that there are three main areas that exist as districts: the Historic core downtown center, and east and west portions of Holt Blvd. Vine is the cutoff of the west end, the core at Euclid, and the east district. However, after discussion, there may be three east end districts such as Soltana to Bon View, then the Government services district and office park and finally the hotel and Ontario Convention Center area.
7. The attendees provided input by placing blue and red stars on the plans and images to indicate their perception of items that were assets or liabilities.
8. The west end of Holt Blvd. will develop as high-density housing. The Ontario Plan TOP) shows Soltana to Vine (maybe out to Grape or San Antonio) as the major growth area.
9. During the TOP public input process, a number of people asked what the limits of downtown will be? Under the 6-lane expansion project previously proposed by the city, it may be appropriate to narrow down to 4 lanes in the downtown higher density areas.
10. A new park is proposed near City Hall between "B and C" street near Euclid.
11. We should check to see if we could use the SANBAG stakeholder list and The Ontario Plan list. OmniTrans said that they could distribute a flyer on Route 61 if we wanted.
12. Next meeting will be December 5, 2011,10:30am.

Action Items:

1. KTUA will:
   a. provide a draft public input plan for the next meeting.
   b. rearrange and revise the Vision statement and goals.
   c. scan the large impression sheets to distribute, including the added on stars.
   d. produce a flyer for the Public Workshop in January 2012.

2. The City of Ontario, (through Rudy) will:

   a. Distribute the leave behind form to solicit more input from other committee members that had to leave early or could not make the meeting.
   b. Rudy to assist in the acquisition of ROW maps, roadway geometry, CAD files or other information beyond parcel boundaries, to determine roadway configurations and geometries and information that may not appear in assessor parcels.
   c. Rudy to discuss issues and concerns of the use of SWITERS data. In general, we can use but should not make judgment statements on safety until reviewed by the City. KTU+A needs the most recent files back 5 years for all collisions (vehicle, transit, pedestrian, bike).
   d. Rudy to start identifying a date and location in January for the first Public Workshop. January might be best due to onset of end-of-year holidays. Email has not been particularly effective; a mailer may be the best way to provide notice to the public and get responses. KTU+A will produce a flyer for the Meeting
   e. Rudy to provide additional input on the intersection count locations. Discussion regarding intersections, there are twelve within the project area. Jerry commented on where counts might be taken.

Prepared by: John Taylor

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CC: Jason D. Pack – Fehr & Peer

KTU+A
Planning + Landscape Architecture

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DECEMBER 13, 2011

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: December 5, 2011
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Roberto Perez	Ontario/Maintenance Supervisor	ROPerez@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
John Chiu	Caltrans, LD-IGR	john_chiu@dot.ca.gov
Daniel Kopulsky	CalTrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
Julie Bjork	Ontario/Housing Director	jbjork@ci.ontario.ca.us
Anna Rahtz	Omnitrans/Proj Mgr.	anna.rahtz@omnitrans.org
Mauricio Diaz	Ontario/Principal Engineer	mdiaz@ci.ontario.ca.us
Rohan Kuruppu	Omnitrans/Director	rohan.kuruppu@omnitrans.org
Mike Eskander	Ontario/Engineering	meskander@ci.ontario.ca.us
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Jason Pack	Fehr & Peers/Civil Engr	j.pack@fehrandpeers.com
Rafael Cobian	Fehr & Peers/Transportation	r.cobian@fehrandpeers.com

ITEM DISCUSSION

1. Mike reviewed the November 7, 2011 Meeting Minutes.
2. Mike reviewed elements of the public input plan which included a discussion on stakeholders, and how their input can provide understanding of past changes, local understanding of assets and features, local traffic, walking conditions, ideas about transit use, how to encourage investment, and input on project Vision Statement. The working group had no exceptions to the plan.
3. Advisory groups – neighborhood team leaders are most significant community entity. Rudy thinks Police can provide good input. Historical Society might provide input. Healthy Cities Program, which is composed of several agencies, might provide input (County organized, but program has been conducted in City of Ontario). Metro link/Amtrak/UPRR (Union Pacific Railroad) could have interest, along with transportation advocacy groups. Bike advocacy groups could have interest in the corridor, including the Claremont Senior Bicycle Group, and individuals with strong interest in cycling. Downtown Walking Group, led by Councilman, would have interest. ADA advocacy groups would have interest. Randall Lewis Family Foundation has interest in Smart Growth, and city development. Ontario Convention Center would have interest.

4. Mike reviewed Open House Workshop format. Workshop would be informal/tabletop format. KTU+A would provide large maps that people could add dots to; different color dots will show their work/live/walk/ride/transit use locations along with identifying issue. Task and Schedule will be posted, along with informational summary. May have questionnaire, statement of project objectives, running PowerPoint or City of Ontario video. Possible location: Ontario Senior Center facility next-door, mini-gym preliminary location. Workshop date could be as soon as January, but may not draw as many interested parties; February Workshop may have greater attendance since there is more time to provide notice. Initial workshop best during 4pm-8pm timeframe during the work-week; Wednesday is best day for the City.
5. Mike reviewed the DRAFT Vision Statement. Input included: add language regarding public investment. Delete word "project." Focus on identity, character, and "sense of place" along Holt Blvd.
6. Rudy had provided two follow-up Survey input sheets.
7. Mike reviewed field survey information, including how the work was performed, and types of data collected. Mike reviewed the Project Map Key identifying data that was collected. Mike reviewed KTU+A AutoCAD base map. It was noted that on-street parking is a function of whether the area has been subject to redevelopment; when areas are redeveloped, on-street parking is typically removed so that the development does not expect to lower their off-street requirements.
8. Will future plans include heights of adjacent buildings? Mike: in the future we will prepare a SketchUp model of the corridor.
9. Rudy recommended identifying potential growth areas in a manner consistent with the initial "Impressions" project area review.
10. Mike will include economic analysis, walk-time analysis map. Action: provide walk-time analysis for next meeting, and selected cross-sections (approximately 12 total, depending on roadway complexity).
11. Jason/Fehr & Peers reviewed traffic data and trends identified via PowerPoint presentation. 18 intersections were studied; peak periods were reviewed and approved by Tom Danna. Study began with 12 and expanded to 18 analyzed intersections to include other pedestrian intersections per KTU+A request.
12. Traffic data findings: AM Peak Hour Start Times (less variation), PM Peak Hour Start Times (more variation). Jason also reviewed volumes at State Street. Jason reviewed count data at several intersections to get better idea of where flows were coming from. (Mountain Ave. may have been impacted due to undergrounding construction activity)
    Jason, one significant finding was high turn volume at State Street and Grove. Pedestrians and Bikes peak later in the AM. There is more pedestrian volume at the Peak Hours than anticipated, potentially related to grocery store centers and Convention Center area at Starbucks, snack/food outlets. Mike, north/south traffic cuts across Holt, not turning into it. Jason will review data further to understand additional correlations. Data collection was 100% manually done. Bike activities were less than pedestrian activity.
    Rohan will provide transit boarding information.
13. Jason, initiated discussion regarding 6-lane designation for Holt. Mike, volume of data may not drive six-lane, and may not be desirable General Plan, and Master plan of streets drive 6-lane configuration (without numbers supporting it) – Holt Blvd. is parallel to I-10 freeway, acting as a "release valve" to the I-10.
    The general trend of thinking has been that Holt will continue to experience large volumes of traffic as a result of the I-10 continuing to handle more traffic. Additionally, six-lane configuration could also support future Ontario Airport growth and Gold Line growth, taxis; also two lanes could be dedicated to BRT transportation. A timeframe out to 2040-50 is the frame of reference.

    Jason, getting TOP information would be helpful in understanding this topic.
    Focus may be less on width of street, than at ability of intersections to handle traffic.

Mike: question about lane widths – can 13' come down to 11' adjacent to a 5' bike lane? Parking 18' length typical.

Mike: are there minimum walkway widths? Response: we should go with wider standards, but these walks are more like connectors, so will depend on use and future land uses. 10-13' width has been used in redevelopment areas.

Mike: minimum parkway strip? Carolyn, 4' width is workable minimum; 7' in parkways.

John Chiu: would we use a typical bicycle lane width? Mike: it will vary upon condition; experienced bike riders would prefer a wider auto lane, but less experienced riders prefer striped lanes for safety. KTU+A will explore this question in developing alternatives.
Question: any plans for barrier in Convention Center area to prevent jaywalking?

Rudy: recommend follow-up conference call with Tom Danna/KTU+A/Fehr & Peers to clarify traffic related items.

Traffic calming discussion: bulb-outs at corners; planted medians with landscape are recommended (and also help control traffic/pedestrians).
Action bldg. ht data, follow up call with Tom, FP analyze data/ community date.
Action: E Street corridor funding, review this for applicability to Holt Blvd.

Mike other topics we should be addressing, critical elements? Potential BRT stop locations, train accidents between two sets of tracks at Vine Street, water quality/storm drain control along Holt Blvd. (look at GIS shape files from Rudy), Jason review multi-modal study with Tom, and traffic modeling.

15. A transit alternative should be included among future exhibits.
14. NEXT Meeting: Monday, January 9, 2012, 10:30am.

Action Items.

1. KTUA will:
   a. provide a revised draft public input plan for the next meeting.
   b. revise DRAFT Vision Statement and objectives per meeting comments.
   c. prepare walk-time analysis map and selected cross-sections.
   d. produce a flyer for the Public Workshop in January 2012.
   e. Conference Call, Tom Danna/Ontario, KTU+A, Fehr and Peers to discuss traffic items.

2. Rohan will:
   a. Rohan will provide peak or hourly transit boarding information to Team.

3. City (through Rudy) will:
   a. check whether they have stereo pairs aerial views on record for bldg. Height information.
   b. see if E Street type of transit corridor funding (for implementation) is applicable to this project.
   c. check on additional data sought: potential BRT stop locations (was provided at the meeting), train accident data at Vie, water quality/storm control along Holt.

4. Fehr & Peers will:
   a. Jason review multi-modal study with Tom, and traffic modeling

Prepared by: John Taylor

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DECEMBER 13, 2011

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: December 22, 2011
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
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Rafael Cobian	Fehr & Peers/Transportation	r.cobian@fehrandpeers.com

Meeting Minutes page total: 2

ITEM **DISCUSSION**

1a. Holt Blvd Multimodal Level of Service (MMLOS) Methodologies. Jason reviewed methodologies with Tom and Jerry via PowerPoint. Jason provided hardcopy to the City of the presentation.
Reviewed goals of the TOP for vehicles, bikes, transit.
Jason, How integrate these goals into Holt Blvd., MMLOS may be a solution. Look at Complete Street, back of sidewalk to back of sidewalk, account for other modes and users of the system.
Jerry, complete streets the umbrella over the MMLOS concept?

Avail meths:
2010 HCM, used several areas around country.

Jason, although the methodology may result in specific scores, it might be best to provide a planning understanding as to where to apply the methodology, ie, this area should provide best pedestrian service, and vehicular service could be scored lower.

Tom, consider uses of parallel streets depending what los you want to provide for Holt.

Next steps, Jason request KHA City's Travel Demand Model and SBTRAM when complete. Tom can assist in coordinating delivery of data to FP. Jason will call Steve smith regarding SBTRAM model status update.

Jason work with KTUA to establish pedestrian quality of sidewalk environment.

2. Mike reviewed ingredients of the public input plan review which include stakeholders, understanding potential changes, local understanding of assets and features, local traffic, walking conditions, ideas about transit use, how to encourage investment, and input on project Vision Statement. Group had no exceptions
3. Advisory groups – neighborhood team leaders are most significant community entity. Rudy thinks Police input good. Historical Society might provide input. Healthy Cities Program, which is composed of several agencies, might provide input (County organized, but program has been organized in City of Ontario). Metro link/Amtrak/UPRR (Union Pacific Railroad) could have interest, along with transportation advocacy groups. Bike advocacy groups could have interest in the Corridor, including the Claremont Senior Bicycle Group, and individuals with strong interest. Downtown Walking Group, led by Councilman, would have interest. ADA advocacy groups would have interest. Randall Lewis Family Foundation has interest in Smart Growth, and City development. Ontario Convention Center would have interest.
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2. Rohan will:

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JANUARY 11, 2012

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: January 9, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
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John Taylor	KTU+A, Senior Associate	johnt@ktua.com
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Rebecca Forbes	Transportation Planner	rebecca_forbes@dot.ca.gov

ITEM DISCUSSION

1. Mike reviewed the December 5, 2011 Meeting Minutes.

2. Mike presented digital fly-thru of the Holt Blvd Project area moving from East to West, including embedded sections representing all different conditions. Hardcopy sections were provided. Sections were described as follows:
   - Section 1, Vineyard/E. Convention Center Way (most improved section)
   - Section 2, Vineyard/Corona (Widest R.O.W.)
   - Section 3, Imperial/Corona (Least improved segment and tightest R.O.W.)
   - Section 4, Allyn/Cucamonga (Least # of lanes with no parking)
   - Section 5, Allyn/Campus (Most abrupt to wide)
   - Section 6, Campus/Bon View (largest outer lane)
   - Section 7, Sultana/Palm (Greatest # of thru lanes)

   - Section 8, Euclid/Laurel (Most constricted segment)
   - Section 9, Bonita/San Antonio (Largest improved parkway)
   - Section 10, Cypress/Granite (Largest Bus stop pull-out lane)
   - Section 11, Boulder/Mountain (Most improved small median)
   - Section 12, Oaks Benson (Most improved parkway on one side)

   Section comments: no one size fits all, many conditions (but not everything has to be the same), goal would still be to get more consistency. KTU+A will prepare 3 alternatives for corridor and will explore different levels of bicycle use, transit use, parkways, right-of-way, and lane configurations.
   Jerry, how wide is typical BRT lane? Rohan, answer: 11' minimum, preferred 14', same as "non-dedicated" also can be shared lane for bicycles and right turns – can be dedicated or shared and marked.
   Rudy, 5' sidewalk for pedestrians, is that too narrow? 5' would be min. Rudy comment, Section 2 indicates last project city has done – followed a standard of a 12' parkway (5' sidewalk and 7' planter area).
   John Chiu, will alternatives consider bicycle lanes? KTU+A answer: yes, we will look at that through alternatives.

3. Mike reviewed several hardcopy maps showing 5/10/15 minute walk-time zones around proposed/existing BRT stations.
   John Chiu, inquired about recent contacts with bike advocacy groups; John Taylor responded that bike advocacy groups have only been notified in regards to nature of project and upcoming Community Meeting #1.

4. Jason, reviewed process of identifying Multimodal Level of Service (MMLOS) Methodologies, and focus on a blended LOS methodology appropriate to the Complete Streets goals, and accounts for qualitative aspects as well as quantitative information. Jason is waiting on signal timing data from city.
   Question: Can the MMLOS evaluation be done in time for workshop? Jason, in two weeks can prepare existing conditions report, how it looks up and down corridor, then review and confirm with group, and hold until alternatives are developed.

5. Review of Flyer. Thursday best day for event, (weekend for 2nd workshop, open workshop format), workshop time should be adjusted from 4:30 to 4:00. Rudy – lead-time to notify, does 3.5 weeks seem enough to notify? Rudy is doing a radius map of all owners for purpose of mailings, other notices. Mike confirmed addresses for workshop. Mike reviewed photos on flyer and verbiage. Dan bought attention to the nature of the event, Workshop or Open House – Open House sounds less "work-oriented," and more unencumbered. Anna, add date and time to top. Also, move Open House time from 4-8pm. Rohan noted he can have Flyer on buses. Mike, any other suggestions from group, please email him. Jerry, include some present-day items in Flyer photos, such as the Convention Center. Anna, for future imagery, include something such as a "walkable street," other items that convey some potential design ideas. Rudy, Flyer should be bi-lingual on the back. City will have bi-lingual City staff speakers available for Open House.

6. Open House questions/activities: Mike reviewed content of questions, and the how public will interact with exhibits. Jerry, item #8, most common driving routes – suggest that we include destinations, not just how they go. Mike reviewed the dimensions of the questionnaire, and how it would be folded and mailed back. Mike explained the intent behind questions being asked. Jerry, add question item regarding transit, phrased such as "I would like to take the bus." Mike to group – take the questionnaire yourself, if you find something difficult, let Rudy know. Rohan, add a location map, project limits. Rudy will also contact other groups that may be interested in attending the Open House.

7. Vision Statement Responses. Mike reviewed the ranking tabulation the Vision Statement handout. Mike reviewed the modified (12/5/11) Draft Vision statement, including merged and added items. Mike noted that the Statement had become too long, and was interested in suggestions for making it shorter. The group suggested some re-definition of long, mid, and near-term. 2030 should be long-term (per TOP), mid-term should be 2015-2020, near-term should be present-2015. Additional input on this item should go to Rudy; the editable version will be on SharePoint site.

Input needed on handouts:
1. Any flyer changes.
2. Objectives, vision statement input.
3. Questionnaires, please take the survey and let us know of any problems.

Next meeting will be workshop, if you want to meet prior to workshop KTUA will be available. Rudy to decide how handle.

8. NEXT Meeting: Open House Thursday, February 09, 2012, 4:00-8:00pm

Action Items:
1. KTUA will:
   A. Provide revised Community Open House Flyer prior to next meeting
   B. Revise 2nd DRAFT Vision Statement and objectives per comments provided to Rudy.
   C. Revise digital fly-thru to accurately identify all intersections street names.
   D. Prepare Open House plan locating exhibits and design of participant flow through room

2. City (through Rudy) will:
   A. Signal timing information for Fehr & Peers.
   B. See if "E" Street type of transit corridor funding (for implementation) is applicable to this project.
   C. What other types of funding are available that might be able to provide funding for Holt.
   D. Check on additional data sought: potential BRT stop locations (was provided at the meeting), train accident data at Vie, water quality/storm control along Holt.

ACTION, Rudy working with other to have train accident report available,
There is no other stormwater info available for Holt; drainage issues on Holt? No immediate info, X will id and get back to KTUA

5. Fehr & Peers will:
   a. Jason review multi-modal study with Tom, and traffic modeling/done

Prepared by: John Taylor

ALL PARTIES ARE REQUESTED TO REVIEW THESE MEETING MINUTES AND REPORT ANY ADDITIONS AND DISCREPANCIES TO THE AUTHOR WITHIN THREE (3) DAYS OF RECEIPT.

CC: Jason D. Pack – Fehr & Peer

KTU+A
Planning + Landscape Architecture

3916 Normal Street
San Diego, CA 92103

MARCH 19, 2012

Holt Boulevard – Agenda

1. Review findings of Open House, held February 9, 2012 (KTU+A)
Roughly 60 persons attended the workshop. Mike reviewed input comments on Vision Statement, Draft Project Objectives (stars utilized for responses) and rankings of comments. Tom asked about focus of maintenance question, which had 31 comments. Mike also reviewed Preliminary Preferences (summary of voting, summary of Post-It notes), including preferences indicated by respondents. Mike reviewed Innovative Bicycle Treatments, including the hierarchy of responses. Mike reviewed Pedestrian & Bicycle Issues and Solutions (4 different boards) including dots and participant Post-It note comments. John Taylor reviewed the "Impressions" map, and comments. Mike reviewed and discussed the summary of the Public Input Questionnaire and question responses.

2. Mike reviewed the online digital Constant Contact Questionnaire (KTU+A).

3. Presentation, E Street Corridor SBX Line (Rohan/Omnitrans)
Rohan reviewed E Street project and funding. Several Foothill Corridor studies are underway. Rohan reviewed the Selection Criteria for projects, including mobility, cost effectiveness, environmental benefits, development land use potential, economic effectiveness, operating efficiencies, local support, supporting policies, technical capacity, and ability to fund.

Rohan reviewed the long-term study, purpose and needs, and funding options. Rohan reviewed graphic showing the extent of the Corridor. Omintrans has a number of partners, including CalTrans, Metrolink, and several others. Rohan reviewed the SB Transit Center line, origination, and preliminary plans of the SB Transit Center. Rohan reviewed typical station shelters/platforms; shelters are part of brand, but will introduce public art to express contextual identity.

Omnitrans finds that center running medians provide a level of permanence for bus transit, similar to light rail, and is an important part of the success of the system. Bus stop will have unique digital ID (email, phone, social media). Rohan reviewed ticket vending machines, route ridership (current and forecast), qualities that are valued in the system (reliability, convenience, permanence, effective). Rohan reviewed aspect of Side-

4. Present images/character regional influences/models Claremont/Upland (KTU+A)
John walked through images from Rudy/John drive-thru of local cities, including Rancho Cucamonga, Upland, and Claremont. Carolyn, safety is important in making the bike lane recognizable. Rudy, some key aspects that are successful in other areas are pedestrian buffers, consistent median treatments, and prioritizing bike lanes. Mike discussed the use of sharrows and how they might be used in adding bike facilities to Holt.

5. Commentary, expectations of large traffic volume areas (Fehr & Peers).
Jason reviewed map showing projected traffic volumes. Mike noted that Holt would require balance of uses – six lanes are suggested, but would be harmful to historic character. Rudy – what kind of biker are we serving – avid, use, or recreation. Mike indicated that perhaps a portion of Holt should have on-street facilities and other portions an off-street bike facility.

6. Presented cross-section/partial plan Alternative Studies (KTU+A)
Mike reviewed each of the following Alternatives.

- **1A - Transit Emphasis Alternative (Center Median Running).** Introduction of six lanes introduces some threat to existing vintage commercial buildings. Mike confirmed some roadway distances – BRT could be reduced by one from 12 to 11 in pinch points, per Rohan; left turn lanes could be reduced to 10 from 11', similar to other streets in Ontario, per Tom. Jerry noted offset of lanes – Rohan not a problem, others also agreed this would not be a problem
- **1B - Transit Emphasis Alternative (Side Parkway Running).** Edge friction is increased in this alternative. Rohan, this alternative slows down the operation. Question regarding color designation/material for special transit lanes, but costs have to be considered.
- **1C - Transit focus.**
- **2 - Vehicle Emphasis Alternative.** 6-lane expansion, no bike lane, no parallel parking, threatens vintage commercial buildings.
- **3 - Multi-mode Emphasis Alternative** - includes bus and vehicle modes, and combined with pedestrian walking, and bicycle riding. Balance between bike lanes, on street parking, transit (weave out pattern), less ROW requirement.

Dan - in all scenarios, buildings have to go (dedicated BRT lanes and six lane roadway – not all buildings can be preserved), response yes. Rudy and Diane to look at building impacts on West and East Holt Blvd. Next step, identify constrained building conditions.

Next step, if anyone has comments on dimensions, let KTUA know.

Tom – pedestrian space also somewhat narrow in six lane configurations.

Carolyn – Culver Blvd, good example for wide/narrow street. Tom and Rudy will get together to discuss alternatives. Range of alternatives presented seems adequate for review. Alternative streets to take traffic off of Holt have been considered, and State Street (or Mission) would be candidate street.

Jerry, Vine to Euclid very constrained.

Rudy, agreement about bicycles or bicycle locations in terms of getting different areas to work.

Tom: Omnitrans ridership is compelling, and offers good service; bikes may not be high priority along entire corridor.

Rudy, understanding of north/south bike use is important consideration as to how bike people are using area. Rudy, even with striping, mostly seems like avid bikers.

Mike, look at bus stops and consider relation of

Action: Rudy to look at concerns regarding street impacts on historic buildings and possible street width scenarios.

Action: KTU+A, hold on further development of Alternatives until internal City meeting

Action: Fehr & Peers, no action at this time.

Action: Rudy to begin CAC process, get about 10 residents involved as part of action groups; next team meeting, we would meet during the day, then meet that evening with citizens.

Planning + Landscape Architecture

3916 Normal Street
San Diego, CA 92103

APRIL 17, 2012

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: April 17, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Daniel Kopulsky	Caltrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
Tom Danna	Traffic/Transportation Manager	tdanna@ci.ontario.ca.us
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John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Diane Ayala	Associate Planner	dayala@ci.ontario.ca.us
Anna Rahtz	Omnitrans/Proj Mgr.	anna.rahtz@omnitrans.org
Jason Pack	Fehr & Peers/Civil Engr	j.pack@fehrandpeers.com
Rafael Cobian	Fehr & Peers/Transportation	r.cobian@fehrandpeers.com
Mike Eskander	Ontario/Engineering	meskander@ci.ontario.ca.us
Rohan Kuruppu	Omnitrans/Director	rohan.kuruppu@omnitrans.org
Rebecca Forbes	Transportation Planner	rebecca_forbes@dot.ca.gov
Julie Bjork	Housing Director	jbjork@ci.ontario.ca.us

Holt Boulevard – Agenda

1. Rudy, introduction for meeting followed by a general discussion that includes:

   - Mike reviewed his SCAG presentation, with emphasis on multiple solutions within one Complete Street environment. The hybrid solution may reflect parts of each of the alternatives that are being developed by the KTU+A team. Mike asked the group to give input on dimensions, lane widths, and roadway configuration in general for the further development of the alternatives.

   - 1a. Transit focus – Mike explained the selection of this particular area as a reasonable one to consider among the alternatives, although it does not represent the most extreme constraints. A transit station is not shown in this spot, but is considered in other exhibits. Rohan notes that preferred width is 12'-14'. Mike asked if 11' is necessary for left-turn lanes? 11' is preferred; 10' left turn lanes exist in Ontario. Tom preference is not to have too much variability in lane widths, a degree of uniformity is desirable, and preferable.
   - Historic buildings may not represent a large quantity. Tom wants to insure the most flexibility for the future
   - Transit is a priority, establish a uniform street section related to lane standards, and recognize constrained areas. Put more focus on constrained areas and understand relation to BRT rather than segment corridor into multiple sections. Tom notes the predicted volumes suggest the necessity of handling traffic in an efficient, uniform manner. Jogs and shifts in lane geometry may reduce good flow and efficiency. Synchronization will be a key to handle traffic volumes.

   - Create ideal cross-section and constrained cross-section.

   - Mike reviewed slides showing ROW's in relation to historic properties, and non-historic buildings.

   - Louis said council may not look favorably on large quantities of demolition but don't sacrifice efficiencies in plan to avoid all buildings.

   - Mike reviewed other alternates including six-lane 120, BRT median running alternate, and 3rd option, multi modal.

   - ADT's vary along Holt, and could be reflected in one of the alternatives in order to show less demolition.

   - Apply listed criteria, work more conservatively, know the ramifications of each alternative and compare the alternatives. Show min. ROW taking.

   - Discussed pros and cons of center running bus vs. side running. Holt may utilize both types depending on detailed analysis of study.

   - Tom, ask the community what properties are really significant. Rudy,

2. Mike reviewed the online digital Constant Contact Questionnaire (KTU+A).

3. Presentation on the E Street Corridor SBX Line (Rohan/Omnitrans)
   - Rohan reviewed E Street project and funding. Several Foothill Corridor studies are underway. Rohan reviewed the Selection Criteria for projects, including mobility, cost effectiveness, environmental benefits, development land use potential, economic effectiveness, operating efficiencies, local support, supporting policies, technical capacity, and ability to fund.

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   - Omnitrans finds that center running medians provide a level of permanence for bus transit, similar to light rail, and is an important part of the success of the system. Bus stop will have unique digital ID (email, phone, social media). Rohan reviewed ticket vending machines, route ridership (current and forecast), qualities that are valued in the system (reliability, convenience, permanence, effective). Rohan reviewed aspect of Side-Running lanes, Center Running Lane, and analysis of left-turn lanes (U-turns have to be eliminated when utilizing center-running median).

4. John presented images/character regional influences/models Clairemont/Upland.
John walked through images from Rudy/John drive-thru of local cities, including Rancho Cucamonga, Upland, and Claremont. Carolyn, safety is important in making the bike lane recognizable. Rudy, some key aspects that are successful in other areas are pedestrian buffers, consistent median treatments, and prioritizing bike lanes. Mike discussed the use of sharrows and how they might be used in adding bike facilities to Holt.

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7. **Action Items**
   Action: Rudy look at concerns regarding streets.
   Action: KTU+A, hold on further development of Alternatives until internal City meeting
   Action: Fehr & Peers, no action at this time.
   Action: Rudy to begin CAC process, get about 10 residents involved as part of action groups; next team meeting, we would meet during the day, then meet that evening with citizens.

Planning + Landscape Architecture

3916 Normal Street
San Diego, CA 92103

JULY 18, 2012

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: June 18, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Daniel Kopulsky	Caltrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
Tom Danna	Traffic/Transportation Manager	tdanna@ci.ontario.ca.us
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John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Diane Ayala	Associate Planner	dayala@ci.ontario.ca.us
Anna Rahtz	Omnitrans/Proj Mgr.	anna.rahtz@omnitrans.org
Jason Pack	Fehr & Peers/Civil Engr	j.pack@fehrandpeers.com
Rafael Cobian	Fehr & Peers/Transportation	r.cobian@fehrandpeers.com
Mike Eskander	Ontario/Engineering	meskander@ci.ontario.ca.us
Rohan Kuruppu	Omnitrans/Director	rohan.kuruppu@omnitrans.org
Rebecca Forbes	Transportation Planner	rebecca_forbes@dot.ca.gov
Julie Bjork	Housing Director	jbjork@ci.ontario.ca.us

Holt Boulevard – Agenda

1. Tim/KTU+A reviewed Summary sheets of input received at last week meeting, held June 13, 2012 (KTU+A), including Selected District Markers, Median Barriers, Interpretive Signage, Lighting, Paving Patterns/Street Prints, Site Furnishings, selected trees and shrubs. There is some interest in considering the City's historic signs, including saved signs from local bowling alley and Firestone sign. Historic signage might be better reproduced in an interpretive way, rather than in purely historical fashion. KTU+A should look at City's way-finding sign program when considering district signage concepts.

2. Tim/KTU+A reviewed CAC questionnaire inputs. Questions included were related to activities, area visits, improvements, resident location, connection to City of Ontario, preferred improvements, and utilization of the area.

3. Mike reviewed the format and specifics for the next Public Workshop, (now tentatively scheduled for Tuesday August 14th). The Workshop Format was well received, Mike suggested duration of Workshop be 5:00-8:00pm in order to provide three separate presentations (5:30, 6:30, 7:30 presentations). Rudy will note presentations in Workshop Flyer.

Mike reviewed areas of public input, including input on Alternatives, District Concepts, and showing information about BRT system. Mike reviewed how the room would be set up in terms of tables and exhibits, and what methods we would use to get selected input. Mike reviewed how to get public input on Next Steps and Alternatives.

4. Mike reviewed sketch design concepts for an entry gateway and district markers (KTU+A). Mike asked the group about the idea of theming the districts – generally speaking, the idea of district themes was accepted at this stage. John reviewed in more detail preliminary sketches and ideas for each one of the four themed areas. Rudy suggested that for the historic area, stone should be used selectively, and that brick should also be included in the materials palette since it has a close relation to the City's early commercial architecture. The general idea of including identification signage, theming through the use of the "O," and relating the themes to different periods in the City's past, present and future was well received.

5. Mike reviewed the comparison matrix, criteria related to the weighting system, and gave some examples as to how the system would work. Mike provided a second sheet of "homework" to the full PDT group to provide weighting and valuation input.

6. Mike reviewed how the KTU+A will finalize the Hybrid Alternative to be prepared after the workshop, which included the following elements:

- Historic buildings to remain
- traffic volume input
- adjust plan at West end, take less right of way
- adjust plan at North or South to avoid excessive parcel takes
- add bike lanes to selected alternatives
- reconsider Class 1 bike path at East end
- adjust plan at West end, avoid demolition of large median trees
- other input received from PDT, CAC, Public Workshop.

Action: Rudy will send signage images.
Action: KTU+A, continue to develop district/median markers
Action: Rudy will provide input back on criteria weighting system.

Planning + Landscape Architecture

3916 Normal Street

San Diego, CA 92103

JULY 24, 2012

Holt Boulevard Corridor – Meeting Minutes

Meeting Date: July 18, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
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John Taylor	KTU+A, Senior Associate	johnt@ktua.com
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Jason Pack	Fehr & Peers/Civil Engr	j.pack@fehrandpeers.com
Rafael Cobian	Fehr & Peers/Transportation	r.cobian@fehrandpeers.com
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Rebecca Forbes	Transportation Planner	rebecca_forbes@dot.ca.gov
Julie Bjork	Housing Director	jbjork@ci.ontario.ca.us

Holt Boulevard – Agenda Dedicated to Direction on Alternative 2

1. Ontario: consensus that Alternative 2 "Transit Priority Focus" (with some minor modifications) is the direction we want to go.

The modifications to alternative two are as follows:

- Eliminate the two way bike path and replace with a 5 foot sidewalk
- Increase lane 2 (east/west) to a width of 16 feet to include a 4 foot wide dedicated bike lane (needs to be 11' + 5')

2. Ontario: Next important step in the process is what buildings we can and should avoid.

3. Ontario: Start looking at sample sheets or pictures for preliminary design concepts for wayfinding, theming, gateways, historic markers, street trees, understory landscaping, paving patterns, lighting fixtures, etc.

4: Omnitrans: Getting stuck on how to accommodate all of the projected vehicular traffic along with the other modes. To echo Rohan's sentiment, we should really be focusing on the long-term vision and whether that includes center-running BRT lanes. We still have to go through the formal Alternatives Analysis process for the entire corridor with all the cities before even getting into preliminary engineering.

5: Omnitrans: We are really leaning toward center-running lanes because of the sense of permanence, the high potential for ridership growth, TOD and economic development along the corridor, and the potential for future technologies such as automated vehicles that could operate in such a dedicated lane. We are looking at ways to move the most people with the least number of vehicles, and center-running lanes would be the most operationally efficient for us. And center-running lanes have the most potential for modal shift from personal vehicles to transit, which would help alleviate congestion in the corridor.

6: Omnitrans: Take into consideration the potential mode shift from SOVs to BRT in the long term. On the E Street sbX corridor, it's projected that 8,434 or 20% of riders in 2030 will be new riders converted from personal vehicles to transit. You may want to compare that against the assumptions for modal split that were the travel demand model that was used to calculate the projected ADT.

7: Omnitrans: On the question about the stop at the convention center, since we are hoping to have BRT up and running along Holt prior to the opening of the multimodal transit center (2030?), we would have to plan for a short-term alignment with short-term station locations along with a long-term alignment and long-term station locations. There would probably be a short-term station at the Convention Center and the route would turn up Archibald (or a street parallel to Archibald) like the Route 61 does now, and then long-term it would shift over to the multimodal hub with a different alignment.

8: Omnitrans: In the research I've read on lane reductions, such as from the Federal Highway Administration, the general rule of thumb is that 1 travel lane in each direction plus a center turn lane is sufficient to accommodate ADTs of 15,000-20,000 or less. The projected ADT on Holt west of San Antonio is only 13,194; so one mixed flow lane in each direction should definitely be considered on that segment to save some room for other things or to reduce the need for right of way acquisition.

9. Omnitrans: If there are any segments where two travel lanes in each direction and on-street parking are desired, you may consider allowing on-street parking only in off-peak times, so that there will be one travel lane during off-peak times but two lanes in peak times. That way residents and businesses would still have parking most of the day, just not during rush hour.

10. Omnitrans: Even if a parallel route or a separated sidepath is provided, a cyclist going to a destination on the other side of Holt will still have to cross Holt, so the safety at intersections is a key consideration. In the City of Santa Monica, they use traffic signal cameras to detect when a bicyclist is at the intersection. There's a bicycle marking painted at the intersection to show the bicyclist where to wait for the light to turn, and then the camera triggers the green light for the bicyclist when there aren't any cars there to trigger the light (for sensor-automated signals).

11: Omnitrans: On segments with a lot of driveway curb cuts, the separated sidepath may not be advantageous for safety versus in-street bike lanes or sharrows, because when a driver is turning into a driveway the bicyclist is not in their peripheral vision. I'm sure you'll get into more in-depth bike/ped safety studies at a later point.

KTU+A
Planning + Landscape Architecture

3916 Normal Street
San Diego, CA 92103

September 20, 2012

Holt Boulevard Corridor – Meeting Minutes
Meeting Date: September 17, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Tom Danna	Ontario/Transportation	tdanna@ci.ontario.ca.us
Daniel Kopulsky	CalTrans, Chief. Dev. Review	Dan_Kopulsky@dot.ca.gov
Diane Ayala	Planning	dayala@ci.ontario.ca.us
Julie Bjork	Ontario/Housing Director	jbjork@ci.ontario.ca.us
Anna Rahtz	Omnitrans/Proj Mgr.	anna.rahtz@omnitrans.org
Rohan Kuruppu	Omnitrans/Director	rohan.kuruppu@omnitrans.org
Mike Eskander	Ontario/Engineering	meskander@ci.ontario.ca.us
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Jason Pack	Fehr & Peers/Civil Engr	j.pack@fehrandpeers.com

Meeting Minutes page total: 2

1. Summary of Workshop results (handout) - Mike reviewed Workshop results, which was a combination of presentation, and recommendations. Rudy: feedback was good in terms of presentation and exhibits. Approximately 45 people attended. Mike reviewed Exhibits that were shown at Workshop and comments received from community, including District Markers, fencing and Gateways; roadway alternatives; What is Important To You on the Corridor; and bike facilities. District boundaries became more settled and distinct in location and appearance. There was definitely a trend towards supporting Alternative 2. KTU+A is seeking additional comment from Fehr & Peers regarding LOS at various locations and on suggestions for new intersection placement. There were no public comments regarding naming/conceptual themes of districts. Rudy indicated that we should anticipate that some business owners along Holt will not be comfortable with a lack of left-turns immediately into their businesses.

2. Review of preliminary hybrid Alternative 2.1 Issue - Mike reviewed the varying cross-sections and rationale for each one (e.g., the 80' cross-section is limited due to the nature of historic structures in the downtown portion of Holt). Reduced width cross sections accomplish what is needed in regards to a parking and bike lane in same way that 120' cross section does without taking more property. Mike discussed the nature of "sharrows," their evolution, and how they function. Mike confirmed with the PDT that naming this hybrid as Alternative as "2.1" was acceptable instead of calling it Alternative 5. Mike reviewed the roadway configuration at the East end of Holt Blvd, including pedestrian actuated crossings, and frequency of intersection crossings. Comment: intersection spacing's work within the City's ¼ mile spacing standard should be investigated. Creating some left-turn pockets within the context of the center running median is important for function (Intersections of Oak and Imperial indicate addition of new traffic signals). Mike noted that 19 non-historic structures and 5 potentially historical structures are to be removed in Alt 2.1. A number of roadway geometries were investigated to save buildings, but ultimately, it was not possible to avoid potential removal of some significant structures.

3. Through a detailed analysis of several segments, it was concluded that either buildings would need to be removed on the north or the south side. It was also determined to be illogical to have the right of way expand in both directions, thereby demolishing buildings on each side. Based on the number of historic buildings, it was decided that the north side would be protected. Also, the south side losses were somewhat offset by the removal of the small add on front buildings, thereby exposing the original homesteads behind them, which are likely to be the more important period of history for this block. These removals, although a loss of some history, would return this portion of the roadway to the origins of agricultural history and farm-houses that existed in this location.

4. Mike pointed out the method of saving buildings at the west end, where the parking lane would be allowed in some locations but would be removed in front of buildings that are closer to the road. The new ROW would be at the face of the building. The parking lane and the rerouting of the walkway through the parkway strip would be possible if street trees were contained in tree grates. This would avoid the need to demolish the building. Future expansion could occur if the parking lane and bike lane were removed, leaving just the 10' walkway in front of the building.

Mike asked if we are going in the right direction, considering the building losses? Rudy and others indicated that though they are sad to see these buildings go, the project team has saved many others, and we have done the best job possible, given the roadway requirements and current right of way and building locations.

5. New intersection access points should be considered as placeholders only, and ultimately it would be the responsibility of individual developers to show where a limited number of intersections are needed. There was a general discussion regarding acquisition of properties and ROW's relative to the City and OmniTrans. Mike indicated that if the ROW was related directly to an Omni-trans initiative to allow a dedicated lane or other BRT facilities, then it is likely that Omni-trans would fund this project expense. However, other unrelated improvements would likely require other funding sources.

6. A review of Alternatives 1-4 scoring occurred. A review of Alternative 2.1 initial scoring also was discussed. Mike reviewed the process, and summary conclusions of public input to date on the important ranking factors as well as how each alternative feature met the element goals. Based on a draft review by KTU+A, Alternative 2.1 scores the highest among the different alternatives. This will need to be confirmed by the other team members.

7. District Markers and Gateways - Mike reviewed the district gateways and marker design including seeing some of these in a 3D environment. The team's rework of the monuments incorporated comments received from the community workshop. Comments regarding re-work/refinement of markers are indicated below in Action Items.

Action Items:

1) City will review development patterns at the east end based on "The Ontario Plan" and confirm suitability of proposed intersections, signals and driveways.
2) City to verify with Engineering if locations of proposed traffic signals and if the new intersections are acceptable, given a ¼ spacing guideline.
3) City to review plan to determine if it is acceptable to lose buildings as identified for demolition under Alternative 2.1. City to let KTU+A know if any of the buildings should be re-classified per historical tier level or if other historical buildings should receive a higher priority for protection. If a south side protection versus the proposed north side protection is preferred, then the City will let KTU+A know as soon as possible. Also, City to determine if walkway work-arounds at west end Holt Blvd to preserve buildings is acceptable. Also comment on if the interim improvement of bulb-outs and parking lanes / bike lane with a potential loss of these facilities in the far future for a roadway expansion, is a problem or not.
4) City will look at areas along Holt Blvd where park-n-ride can be located.
5) Not all PDT members were present; Rudy will review meeting content with other Team members and Agency heads as necessary.
6) KTU+A will further develop Agricultural District structure, use stone at base and or on column, provide refined fence detail.
7) City to provide input on if two gateways per direction are suggested or if only one is suggested, based on direction of vehicle flow.
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10) KTU+A to propose use of StreetPrint pattern for each District boundary and integrate crosswalks within pattern.
11) Following city input, KTU+A will add existing traffic signals, indicate new traffic signals proposed, and indicate additional pedestrian crossing signals.
12) KTU+A will refine streetscape to include street tree, plant material, lighting, bench, trash receptacle, signage and paving pattern for each of the districts.
13) KTU+A will compare and contrast building counts from Alternatives 2.0 to 2.1.

Planning + Landscape Architecture

NOVEMBER 2, 2012

Holt Boulevard Corridor – Meeting Minutes

Meeting Date: October 30, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Daniel Kopulsky	Caltrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Otto Kroutil	Development Agency Director	
Louis Abi-Younes	City Engineer	labi-younes@ci.ontartio.ca.us

Holt Boulevard – Agenda Dedicated to Direction on Alternative 2 from Otto Kroutil

1) Mike presented background on the work, existing conditions, ROW information, LOS studies, alternatives 1-4, and Alternative 2.1, and some of our most recent more detailed development related to responses on District Markers and Gateways, and tree planting layout. In addition, Mike emphasized the nature of the funding for the project and theme of creating a Complete Street that provides increased mobility for other modes of transportation.

2) Otto was had a generally positive reaction to the work, but also had some interest in land configurations at the west end of Holt (transition from Claremont area, to Benson), and how traffic counts influenced design, including Mountain Ave. As you might imagine, Otto and the other engineers in the room bring some personal bias with them, and feel that some of their "on the ground" perceptions don't always match up with the LOS traffic findings. Otto has some interests in more dual left-turn lanes.

3) Otto will reconvene in-house with the City team (the main purpose of this presentation was to familiarize him with the project) and discuss some of the engineering aspects in more detail. Rudy is interested in reconvening the PDT/CAC group early in the week of 11/19/12. We would probably like to meet with you at our office to discuss some of the outcome of the initial presentation in more detail with you, and also prepare potential responses for the City in regards to LOS assumptions. Let's consider a meeting in our office sometime in the next couple of weeks - let me know if there are some dates that would work for you.

Planning + Landscape Architecture

3916 Normal Street

San Diego, CA 92103

NOVEMBER 21, 2012

Holt Boulevard Corridor – Meeting Minutes

Meeting Date: November 19, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Daniel Kopulsky	Caltrans, Chief, Dev. Review	Dan_Kopulsky@dot.ca.gov
Tom Danna	Traffic/Transportation Manager	tdanna@ci.ontario.ca.us
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Diane Ayala	Associate Planner	dayala@ci.ontario.ca.us
Anna Rahtz	Omnitrans/Proj Mgr.	anna.rahtz@omnitrans.org
Jason Pack	Fehr & Peers/Civil Engr	j.pack@fehrandpeers.com
Rafael Cobian	Fehr & Peers/Transportation	r.cobian@fehrandpeers.com
Mike Eskander	Ontario/Engineering	meskander@ci.ontario.ca.us
Rohan Kuruppu	Omnitrans/Director	rohan.kuruppu@omnitrans.org
Rebecca Forbes	Transportation Planner	rebecca_forbes@dot.ca.gov
Julie Bjork	Housing Director	jbjork@ci.ontario.ca.us

Holt Boulevard – Agenda Dedicated to Direction on Alternative 2

1. Reviewed modifications: west end on-street parking, bike lane, left turn movements.

2. Reviewed the new aviation district markers, the intersection design treatments, the banners and signs and the street furnishings.

3. Reviewed landscape tree planting, types, locations, frequencies.

4. Reviewed light pole style/types, approximate locations in detail plan.

Input Received:
Planning staff had met internally to discuss gateway designs and the naming of the districts. In keeping with more of the character of the community, they want to make sure the naming and design of the district are in keeping with our community (simple). That said, they want to consider the following names for the districts and stations:

Districts	Stations
Hospitality-Airport District	Hospitality-Airport Station
Grove District	Grove Station
Downtown Ontario District	Downtown Ontario Station
Roadside District	Roadside Station

The idea is to incorporate and design an interruptive mural or timeline at each station that would tell the story (historic) behind the naming of each station (see attached "Station Interpretive Ideas" exhibit).

They all liked the conceptual district and gateway makers, but we don't believe it would be feasible (funding) to actually construct the markers, so we want to explore other alternatives. One of the ideas we want to explore, is the use of banners or distinctive signage on the light standards to serve as gateway makers.

Planning + Landscape Architecture

3916 Normal Street
San Diego, CA 92103

January 30, 2013

Holt Boulevard Corridor – Meeting Minutes, PDT
Meeting Date: January 30, 2012
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Cathy Wahlstrom,	Ontario/Principal Planner	cwahlstrom@ci.ontario.ca.us
Carolyn Bell	Ontario/Landscape Architect	CBell@ci.ontario.ca.us
Rebecca Forbes	Ontario/Transportation Plan	Rebecca_Forbes@dot.ca.gov
Mauricio Diaz	Ontario/Principal Engineer	mdiaz@ci.ontario.ca.us
Diane Ayala	Planning	dayala@ci.ontario.ca.us
Julie Bjork	Ontario/Housing Director	jbjork@ci.ontario.ca.us
Mike Eskander	Ontario/Engineering	meskander@ci.ontario.ca.us
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Tim Henderson	KTU+A, Associate	tim@ktua.com

Meeting Minutes page total: 3

1. Mike reviewed Final modifications to Alternative 2.1: west end on-street parking, bike lane, left turn movements. Goals included keeping on-street parking, and missing buildings. 50 buildings are impacted, but this Alternate represents the best option. Parcels impacted 232, 8.3 acres need to be acquired to mitigate impacts; many parcels are small slivers. Mike pointed out left turn pocket modifications that were desired, and two potential new intersections. Mike reviewed the location of the Bike Boulevard, including the larger Bike Blvd exhibit and the detailed ideas shown on that exhibit. Mike answered a question regarding the nature and design of "diverters" used at the Bike Blvd. Mike answered another question regarding the location of a "cycle track" at Mountain.

2. Review each District 3d animation movie, 4 (four) total. Mike narrated the running animation to the PDT audience and offered more detailed review if anyone had questions. Mike reviewed items in each of the four districts including on-street parking, district markers, indications of demolished buildings, light standards, distinctive character of the "O," types of vehicular lanes and how drivers would understand how to use them, transition between districts using enhanced pavements. Mike answered a question about how sensors operate while people are crossing the street. Mike asked the PDT if the were interested in having Sharrows on Holt Blvd. – PDT believes that vehicular speeds may come down as development and traffic volumes rise. KTUA will include Sharrows in the document, and the City can evaluate in the future.

3. Final review of landscape/streetscape treatments. Uniformity of street furnishings is a positive. Use Raywood Ash not Arizona, no Cassia (too broad, Platanus acerfolia, not racemosa, jacaranda not Brazilian walnut, Raywood ash is the primary tree, and all other trees are accent trees, Koelreteria paniculata is also good accent.

4. Review typical exhibits, plans, tables, photos for use in the Pedestrian Mobility and Streetscape Strategic Plan. Mike – what logo should we use? Response: Use the official City Logo, not the city seal. Use contract title name for documents. Mike reviewed the basic outline of the exhibits and chapters. Mike had approval that the basic concept of documenting alternatives as acceptable, and that documenting existing conditions and working towards concepts was acceptable.

5. Mike reviewed the typical 11 x 17 fold-out sheets to be used as pocket maps. Mike passed around samples of previously completed booklets for review.

6. Consider Next Steps/deliverables calendar/preparations for City Council. Next meeting to be with Otto, C8ty Manager.

Action Items:
1) Provide Carolyn updated planting per comments, including overall concept idea.
2) City to provide hi-res log for KTUA use.
3) Use Rudy's photos of Ameron/Carpenteria
4) City will look at areas along Holt Blvd where park-n-ride can be located.
5) Rudy will include any info necessary for Section 3.1
6) KTU+A will further develop Agricultural District structure, use stone at base and or on column, and provide refined fence detail.
7) City to provide input on if two gateways per direction are suggested or if only one is suggested based on direction of vehicle flow.
8) City to provide input on the Downtown versus Historic versus Multi-cultural district name. The Time Port is suggested as the station name. This would go with the Historic District time the best, and partly the multi-cultural, but not as well with the downtown name.
9) KTU+A to revise shape/location of Neo-Cultural signs ("boomerangs")
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11) Following city input, KTU+A will add existing traffic signals, indicate new traffic signals proposed, and indicate additional pedestrian crossing signals.
12) KTU+A will refine streetscape to include street tree, plant material, lighting, bench, trash receptacle, signage and paving pattern for each of the districts.
13) KTU+A will compare and contrast building counts from Alternatives 2.0 to 2.1.

Holt Boulevard Corridor – Meeting Minutes, CAC
Meeting Date: January 30, 2013
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
Diane Ayala	Planning	dayala@ci.ontario.ca.us
Mike Singleton	KTU+A, Principal	mike@ktua.com
John Taylor	KTU+A, Senior Associate	johnt@ktua.com
Tim Henderson	KTU+A, Associate	tim@ktua.com
Jonathan Edwards	Resident/CAC	jedwards06@gmail.com
Javier Gomez	Resident/CAC	jgomezvi@aol.com
Skip Pace	Resident/CAC	
Jerry Rosenblum	Resident/CAC	landlordjerry@aol.com
Judith Taylor	Resident/CAC	jmtaylor11@verizon.net
Octavio Varquez	Resident/CAC	singularinsurance@live.com

1. Review Final modifications: west end on-street parking, bike lane, left turn movements. Mike reviewed the reasons for the changes to the west-end, including four buildings that are being demolished.

2. Review each District 3d animation movie, 4 (four) total. Mike provided narration for each of the movies. There was a question about light standards, and how they related to what had already been passed; the study supports the selections that are already in place, and emphasizes the historic context. Mike noted two new recommended intersections. Mike reviewed the concept and previous PDT discussion of sharrows with the group, noting that these may not be included in the final plan.

3. Final review of landscape/streetscape treatments.

4. Review typical exhibits, plans, tables, photos for use in the Pedestrian Mobility and Streetscape Strategic Plan. Mike reviewed these items and there were no exceptions

5. Review typical 11 x 17 fold-out sheets to be used as pocket maps. Mike reviewed these items and there were no exceptions.

6. Consider Next Steps/deliverables calendar/preparations for City Council. Rudy reviewed the approximate schedule of review and appearance of exhibits before City Council. There was some discussion regarding the ultimate funding of the project and what the sources of funding would be.

Action: CAC members to provide input on Character images; Rudy to transmit Character Image sheets to KTU+A for tabulation.
Action: City review development patterns based on The Ontario Plan at east end adjacent proposed widened roadway; City review historic properties and designations. City review and consider pop out parking to miss historic buildings acceptable.
Action: KTU+A will provide forms for new ranking of this alternative to City.
Action: City will set up meeting in the next week with CAC group and do more hands-on session; City will meet with other people who were not present today.

KTU+A
Planning – Landscape Architecture

3916 Normal Street
San Diego, CA 92103

February 14, 2013
Holt Boulevard Corridor – Meeting Minutes, PDT
Meeting Date: February 12, 2013
Meeting Location: City of Ontario, City Hall, Planning Department

Attendees:

Rudy Zeledon	Ontario/Senior Planner	rzeledon@ci.ontario.ca.us
Jerry Blum	Ontario/Planning Director	jblum@ci.ontario.ca.us
Charity Hernandez	Ontario/Redevelopment Mgr	chernand@ci.ontario.ca.us
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Rebecca Forbes	Transportation Planner	rebecca_forbes@dot.ca.gov
Julie Bjork	Housing Director	jbjork@ci.ontario.ca.us
Otto Kroutil	Development Agency Director	okroutil@ci.ontario.ca.us
Chris Hughes	City Manager	chughes@ci.ontario.ca.us

Meeting Minutes page total: 2

1. General Discussion

- Mike reviewed workshop presentation with Otto. Mike reviewed length and historic nature of Holt Blvd, including iconic elements. Mike reviewed current conditions – liabilities and opportunities, different modes of transportation (transit access, walking, biking, vehicular). Mike reviewed existing and projected land use patterns, and how it would affect traffic modeling. Mike reviewed variety of roadway sections showing inconsistency of row, and noting constraints in row. Mike reviewed traffic volumes and interface of roadway expansion with existing buildings. Mike reviewed general layout of proposed Holt, including BRT station locations. Mike reviewed each individual alternative draft concept direction (Alt 1,2,3,4) that were considered, and the modeling that was done in association with the alternatives; Mike provided commentary on the evaluation of each alternative, including successful and less than successful aspects.

- Mike reviewed the District and gateway markers. Mike reviewed the Hybrid concept, Alt 2.1. Mike reviewed light standards, street trees, banners, and entry monuments. Mike reviewed the design evolution of the district gateway and markers. Mike reviewed the Evaluation Criteria.

- Mike reviewed current Alt 2.1 cross-sections. Mike answered a question about location of bike boulevard. Mike provided further detailed explanation regarding Alt 2.1 to Otto, including lane configuration and BRT bus operation. Otto inquired regarding precise bus travel lanes from Benson to Mountain.

- Otto, consider areas beyond the City limits. Otto believes traffic analysis may not fully reflect existing uses. Otto, don't necessarily give up on ultimate ROW potential. General discussion of BRT boardings, use, signalization. How well do auxiliary lanes work – left turns, etc. Have we looked at more than 120' row? Might need more auxiliary lanes. Have we looked at the intersections well enough for queuing stacking and left turn movements – may have to flare intersection accommodate movements that Otto describes, and Otto would want that understood prior to going to Omnitrans EIR. Mike, keep on-sreet parking? Otto – will study more, discuss with engineers and planners. Districts and neighborhoods are acceptable concept, but keep continuity of Ontario, and tie neighborhoods all together.

- Foothill Rancho Blvd. uses nice lights as seen by joint trip with Rudy – take a look at those. Rudy will send other double pole standards

- Rudy has design guidelines from Omnitrans – stations, lane configurations (not adopted/draft) – look to sharepoint for access

2. Summary of Workshop results (handout) - Mike reviewed Workshop results, which was a combination of presentation, and recommendations. Rudy' feedback was good in terms of presentation and exhibits. Approximately 45 people attended. Mike reviewed Exhibits that were shown at Workshop and comments received from community, including District Markers, fencing and Gateways; roadway alternatives; What is Important To You on the Corridor; and bike facilities. District boundaries became more settled and distinct in location and appearance. There was definitely a trend towards supporting Alternative 2. KTU+A is seeking additional comment from Fehr & Peers regarding LOS at various locations and on suggestions for new intersection placement. There were no public comments regarding naming/conceptual themes of districts. Rudy indicated that we should anticipate that some business owners along Holt will not be comfortable with a lack of left-turns immediately into their businesses.

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6) KTU+A will further develop Agricultural District structure, use stone at base and or on column, provide refined fence detail.
7) City to provide input on if two gateways per direction are suggested or if only one is suggested, based on direction of vehicle flow.
8) City to provide input on the Downtown versus Historic versus Multi-cultural district name. The Time Port is suggested as the station name. This would go with the Historic District time the best, and partly the multi-cultural, but not as well with the downtown name.
9) KTU+A to revise shape/location of Neo-Cultural signs ("boomerangs")
10) KTU+A to propose use of StreetPrint pattern for each District boundary and integrate crosswalks within pattern.
11) Following city input, KTU+A will add existing traffic signals, indicate new traffic signals proposed, and indicate additional pedestrian crossing signals.
12) KTU+A will refine streetscape to include street tree, plant material, lighting, bench, trash receptacle, signage and paving pattern for each of the districts.
13) KTU+A will compare and contrast building counts from Alternatives 2.0 to 2.1.
14) Email intersections to Rudy